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ANNUAL SPRING NUMBER.

THE BICYCLING WORLD

FOUNDED 1877

and MOTORCYCLE REVIEW

U S Patent Office
Department of Interior

In which is incorporated "THE WHEEL" (New York) and the "AMERICAN CYCLIST" (Hartford)

Vol. XLVIII
No. 1

New York, N. Y., U. S. A., Saturday, April 2, 1904.

APR 6 1904

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10 Cents a Copy

specimen
of

ALL RIDERS KNOW THAT

at the **HARTFORD TIRE**

is the strongest, lasts the longest, and gives the greatest amount of comfort.
They appreciate their merits.
They lend prestige to any wheel on which they are offered.
They raise the standard of the vehicle in the estimation of the user.
Such tires make satisfied buyers. They know that you have tried to give them the best that is procurable anywhere.

MANUFACTURED BY

THE HARTFORD RUBBER WORKS COMPANY, HARTFORD, CONN., U. S. A.

24

The Best Prescription for { Health, Wealth^{and} Happiness

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Reading Standard Bicycles

and

Motor-Cycles

daily the year round.

Dr. Common Sense.

Everyone concedes the value of cycling.

Reading Standard Bicycles enhance this value by superb mechanical excellence and luxurious equipment.

Reading Standard Bicycles are designed and made by cycling enthusiasts for cycling enthusiasts.

Reading Standard Bicycles appeal to any one to whom a good bicycle appeals.

Incidentally they strongly appeal to the pocketbook not less than to the eye. That's why so many agents sell them.

Write for catalogue and prices—today.

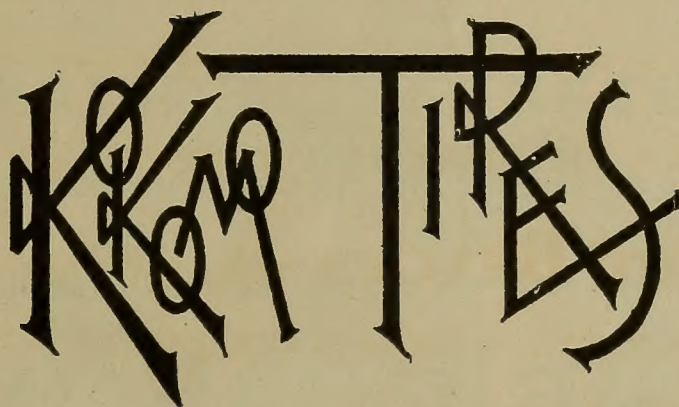
READING STANDARD CYCLE MFG. COMPANY,

READING, PA.

—ORDER—

YOUR 1904 MOUNT

Equipped
with



They will insure your season being a season of tire-satisfaction. They have a peculiar excellence all their own. Any reputable cycle manufacturer will supply them.

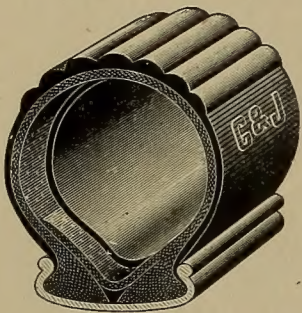
Kokomo Rubber Company,
KOKOMO, INDIANA.

IF IN DOUBT

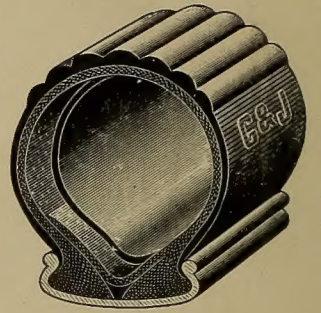
as to which is the best tire for motorcycles,

**Ask the Men Who Ride Them,
Ask the Men Who Sell Them.**

You will find that as the result of the unfailing
test of time



G & J TIRES



have practically crowded out all rivals and are now

THE STANDARD EQUIPMENT

of every motor bicycle with a reputation.

The leading manufacturers supply them without extra charge.

THE REASON

is not far to seek.

G & J motorcycle tires are specially constructed for motorcycles. They are made up of four layers of our special tire fabric; are wonderfully strong and durable; wonderfully resilient and wonderfully easy to repair.

G & J bicycle tires are fit compeers of G & J motorcycle tires.

G & J TIRE CO. Indianapolis, Ind.

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KEATS & COMBS, 212 McKay Building, Portland, Oregon.

One Racycle Rider Expressed Himself

in this language:

"Frankly, I first viewed the assertion regarding the Racycle running 25 or 30 per cent. easier than bicycles as a mere 'claim' or 'talking point.' But your arguments—particularly the grindstone illustration—and confidence, impressed me, and, as a result, I became a Racyclist. Although a wheelman for 16 years, I was never more—no, never so delightfully disappointed in any mount I ever owned. The easy running of the Racycle is not imagination or talking point; it is a fact, indeed, it has been not short of a revelation to me. Coupled with the coaster brake, it has practically renewed my enthusiasm and given a new meaning to the word 'cycling.' I was one of those who 'came to scoff and remain to praise.' The Racycle bearings are all you claim them to be."

IT'S ALL IN THE PUSH

A Ride on a Racycle

has similarly opened the eyes and added to the delight of many other cyclists. That's why we urge all our agents to give prospective customers a chance to "try before they buy." "The proof of the bicycle is in the riding."

RACYCLES
PUSH
EASY

BICYCLES
PUSH
HARD



The Racycle Sprocket
Turns Between the Bearings

All Bicycle Sprockets
Turn Outside the Bearings

The Heart of a Bicycle is it's Hange

If you
will
send us

your address it is possible that we may be able to so arrange that you may put our proof to the test. It will cost you nothing, and if you are open to conviction it may profit you much. You can, of course, have a catalogue for the mere asking.

MIAMI CYCLE & MFG. CO.,

- -

Middletown, Ohio.

DIGNITY AND REFINEMENT

are expressed in every detail of the

Rambler, Crescent, Monarch^{and} Imperial BICYCLES.



A glance at our catalogue pages will show that the

POPE PRODUCT

is worthy of the publicity given it in the magazines and the press.

***A complete line of bicycle accessories carried
by our Sundry Department.***

POPE MANUFACTURING CO., WESTERN DEPARTMENT, **CHICAGO, ILL.**

The Bicycle Innovations for 1904 are Revelations of Cycling Possibilities.
Have you sent for the Pope Catalogues?



The culmination of progressive enterprise

CHAINLESS BICYCLES

Western Department
Chicago, Ill.

Two-Speed Gear, Coaster Brake

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Catalogues free at our 10,000 dealers' stores, or any one catalogue mailed on receipt of 2-cent stamp.

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COMPANY

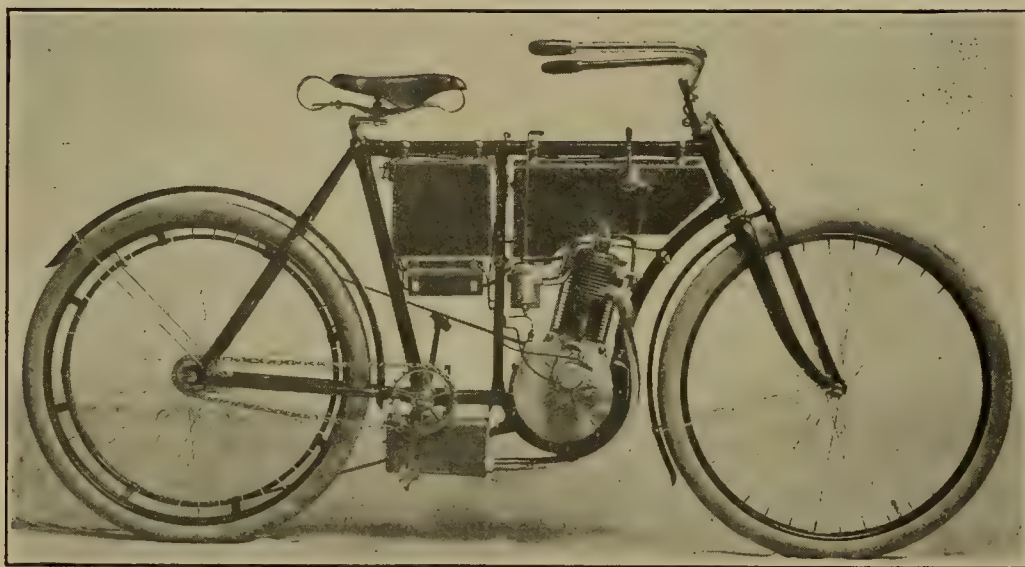
A FEW AGENCIES YET OPEN.

WATCH THE MAGAZINES.

WATCH THE NEWSPAPERS.

THE CROUCH MOTOR BICYCLE

is of 3 horsepower—the power of live, full-sized horses, too—not ponies, as is the “horsepower” of many other motorcycles.



The Crouch will “take you there and then take you back,” which is another Crouch distinction with as great a difference.

THE CROUCH IS NOT A “BOX OF TRICKS.”

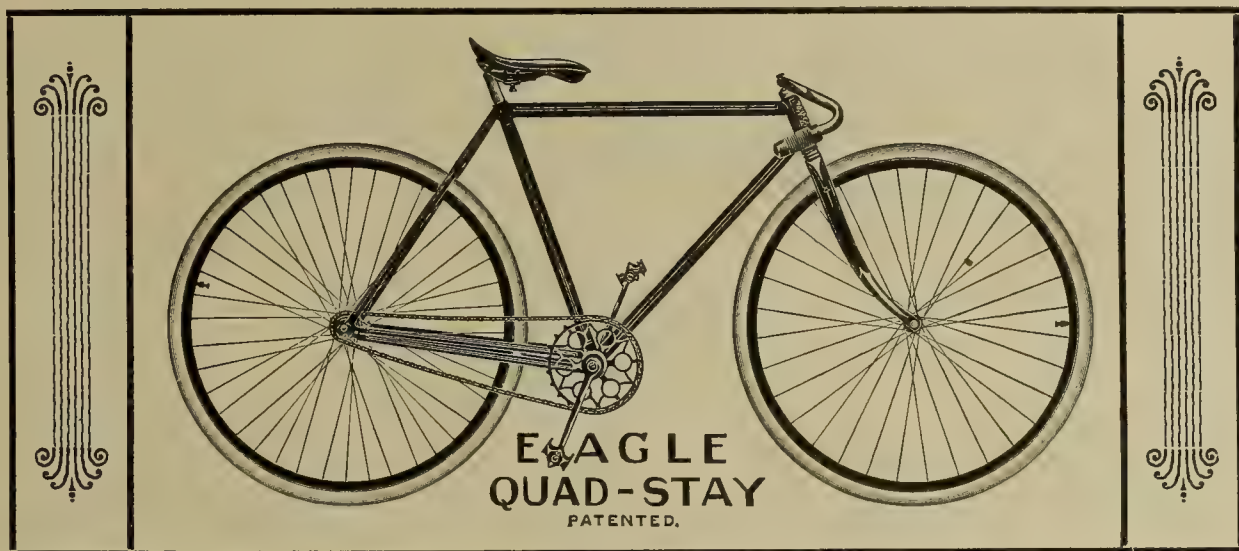
Every part of it is simple and accessible, and as easily understood as it is accessible. It fairly bristles with exclusive features. Our catalog—which is to be had for the asking—explains them.

Inquiries Invited and Agents Wanted in Unoccupied Territory.

BOSTON CYCLE & SUNDRY CO., 48 Hanover St., Boston, Mass.

EXPERIENCE —AND— KNOWING HOW

Don't think because of our position as manufacturers of high-grade bicycles that our prices are beyond your reach. While our goods embody all that is desirable in construction and exclusiveness in design, at the same time our prices for 1904 ARE RIGHT. Good bicycles are produced from EXPERIENCE and KNOWING HOW!



We have this year a very interesting proposition to agents who sell quantities of Popular-priced Bicycles. If you will write us, stating approximate quantities you use, we will put you in possession of our "Special Proposition." Remember these "Special" bicycles will carry the Eagle guarantee, and will be marked as being manufactured by us. Don't delay in getting posted on this. It might save you money and increase your business.

The Eagle Bicycle Mfg. Co.

TORRINGTON, CONN.

The Style and Quality of

Wolff-American and Regal Bicycles

is axiomatic.

When we say that for 1904 they are better than ever, it means simply that they are the best bicycles built.

With the opening of the riding season at hand, the rider aiming to be best mounted and so to enjoy the pleasures of cycling in their fullest measure, is advised by all means to inspect WOLFF-AMERICAN and REGAL before making a selection.

The final choice is likely to be determined by one or the other of these two superb machines.

Generally sold by the best agents in every town. Write us for name of the nearest one to you.

Stearns Bicycle Agency,
Syracuse, N. Y.

You Hear It Everywhere:

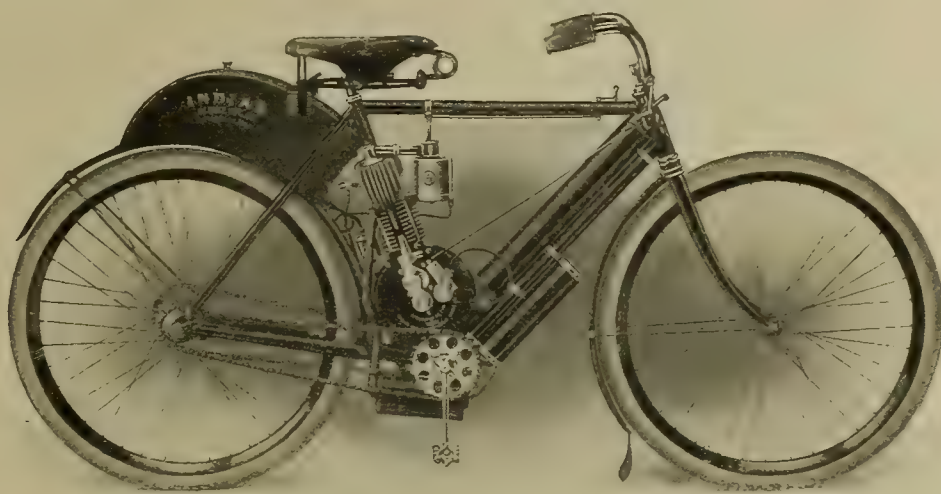
“It’s Just as Good as the Indian.”

It is that remark that proves the Indian to be the standard of excellence.

To the Man Who Thinks

the assertion tells the convincing story of the Indian’s superiority and should decide his purchase.

No man of the sort buys a “just as good” when he can obtain the article itself, the supremacy of which is tacitly admitted by the employment of that term.



THE Indian’s Reputation

is based not on words, but on deeds—not on what we may say, but on what it has done, not only in private, but in public. Its record on track, road and hills is at your command if you are not familiar with it.

Every Indian must pass the critical inspection and tests of the man who invented it, Oscar Hedstrom. His name on the motor is a guarantee that the first perfected motor bicycle *is* perfect and incorporates his very latest ideas. The *imported* Brooks saddle, the mud guards, the chain guards, the pedals, the grip control—all these are “exclusively Indian” and actually give the rider more for his money than is obtainable with any other motor bicycle. And as a wise man puts it, “What you get for your money is as important as the price you pay.”

Indian Catalogue and Dr. Gibson’s booklet, “One Year of Motorcycling,” mailed free to any address.

Is there an Indian agent in your town ?

HENDEE MFG. COMPANY, Springfield, Mass.

Do You Realize

that our 1904 AMERICA Motor Cycle is the most-perfected and easiest-steering Motor Cycle made; that our wheel-steering with GRIP control is the neatest looking and more in touch with Motor Cycles than any machine on the market?

WILL YOU RIDE THE AMERICA MOTOR CYCLE?

Now is the time to place your order.

EASIEST
STEERING,
BEST
OPERATED,
MOST
ECONOMICAL,
SPEEDIEST,
SUREST,
WITH OUR
IMPROVED
WHEEL
STEERING.

Price,
\$210.00



ALSO
ADLAKE
and **CROWN**
BICYCLES.

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*Send for Catalog
and Prices.*

GREAT WESTERN MFG. CO., La Porte, Indiana, U. S. A.

BOSTON—170 Oliver St.

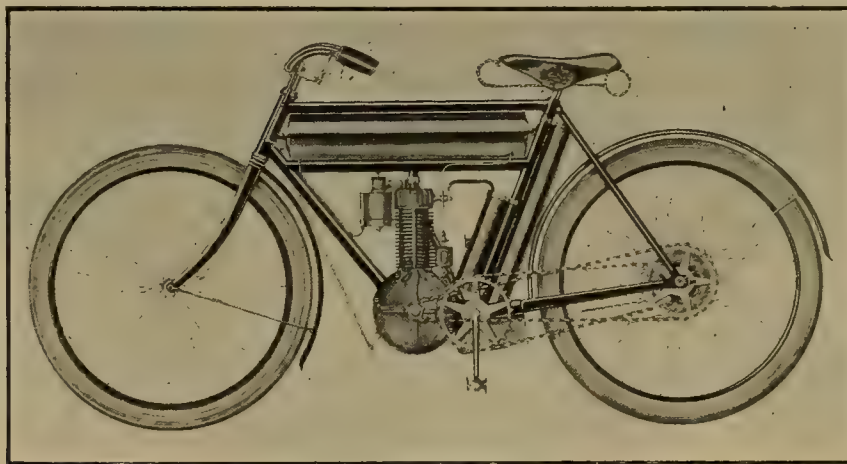
NEW YORK—48 Warren St.

SAN FRANCISCO—105 Front St.

— THE — METZ MOTOR BICYCLES of 1904

are the result of seven years of experience and development.

Two-Speed
Roadster
Model.



Light
Road Racer
Model.

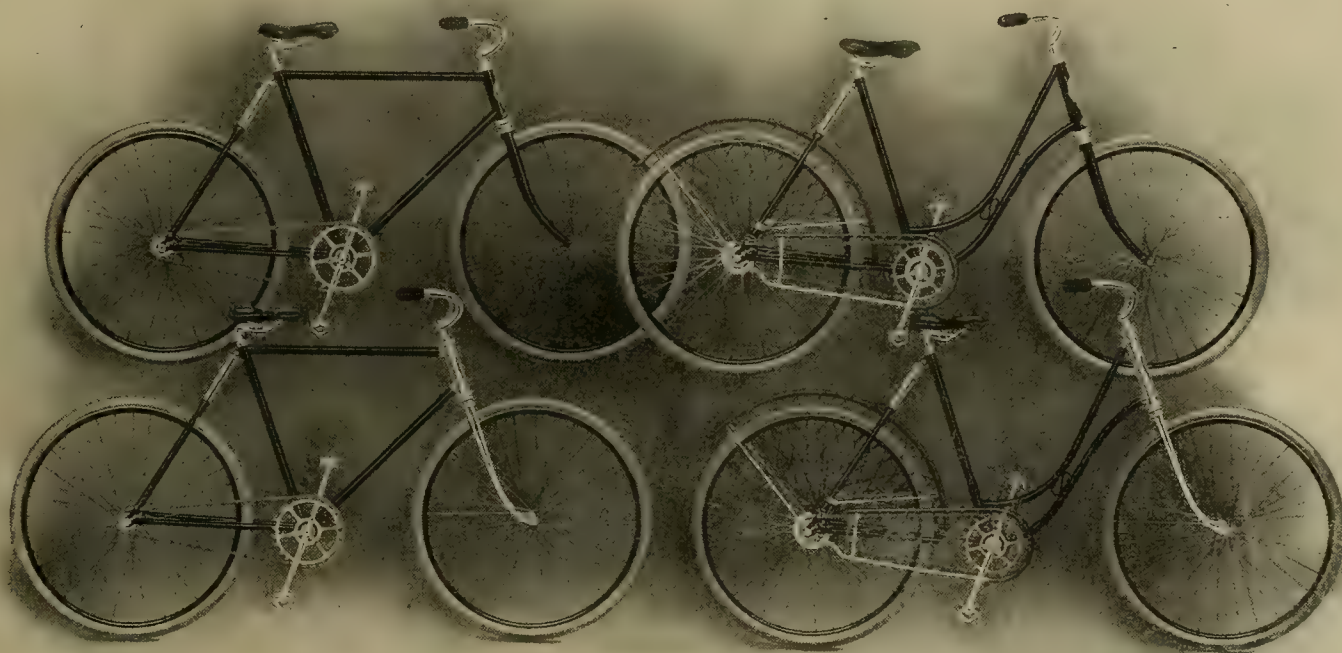
A study of their advanced features will convince you that they are the most modern productions.

C. H. METZ, = = = Waltham, Mass.



have always stood for

The Most Advanced Thought
and Most Conscientious Regard
for Quality and Comfort.



The Pierce chain bicycle as exploited by Champion Frank L. Kramer has left its impress on the world. The Pierce chainless is a fit compeer. The bevel gear, the cushion frame, the spring fork, the coaster brake, are represented in the highest state of development in Pierce cycles. Examination and comparison will prove the assertion. If you would be proud of your mount, ride a Pierce. Catalog mailed free,

THE GEORGE N. PIERCE CO.

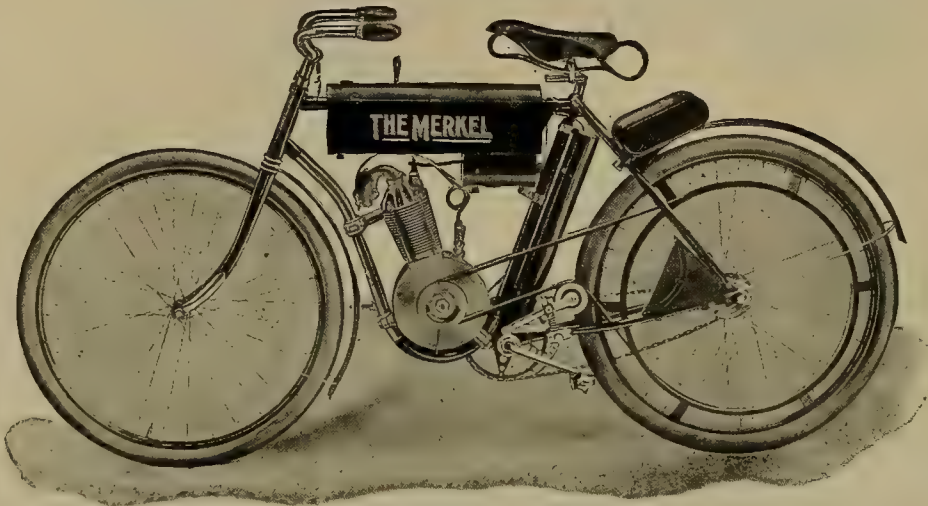
BUFFALO, N. Y.

BRANCHES: Denver, Colo., and Oakland, Cal.

THE MERKEL LIGHT ROADSTER MOTOR BICYCLE

WITH ITS SPRING FRAME CONSTRUCTION, IS CERTAINLY THE MOST COMFORTABLE MOTORCYCLE TO RIDE.

**Read
below a
Few Quotations
from Riders
Letters.
They all
Spell
Satisfaction
and
Continued
Pleasure.**



**Motor 2 1-4 H. P.
Spring or
Rigid Frame,
1 in. Belt
Transmission,
Long Wheel Base.
2 in. Dunlop Tires,
Perfect
Oil System.
Single Lever
Control.**

PRICE, \$150.

"The Merkel Spring Frame is the only motorcycle I would ride. Have ridden 103 miles without getting out of the saddle and 153 miles on one tank of gasoline."

GEO. VON TOBEL, Chicago, Ill.

"I have ridden every hill in the city. I find the Merkel the safest running machine on slippery and rough roads, being able to ride it hands off with ease. Your mixer works perfectly, even in the coldest weather."

CHAS. R. STUNN, St. Louis, Mo.

"Please send me 1 exhaust Valve spring, 1 set connecting rod bushing, 1 check valve for carburettor, all for 1902 machine. These are the only repairs I have asked for in two years' constant use. Considering this record you will believe me when I say the machine is perfectly satisfactory."

BERT CORBET, Indianapolis, Ind.

Address **THE MERKEL MFG. CO.,** (Mention Bi. World.) **Milwaukee, Wis.**



Harry R. Geer

"THE MOTORCYCLE MAN,"

ST. LOUIS, MO.

**The only exclusive motorcycle house
in America.**

Catalogue No. 2, 96 pages.

Catalogue No. 3, 52 pages.

**Largest Stock,
Largest Catalogues,
Largest force of motor-
cycle experts.**

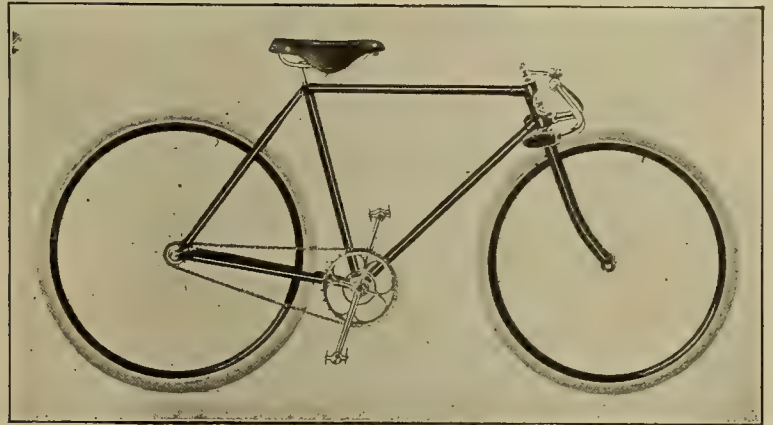
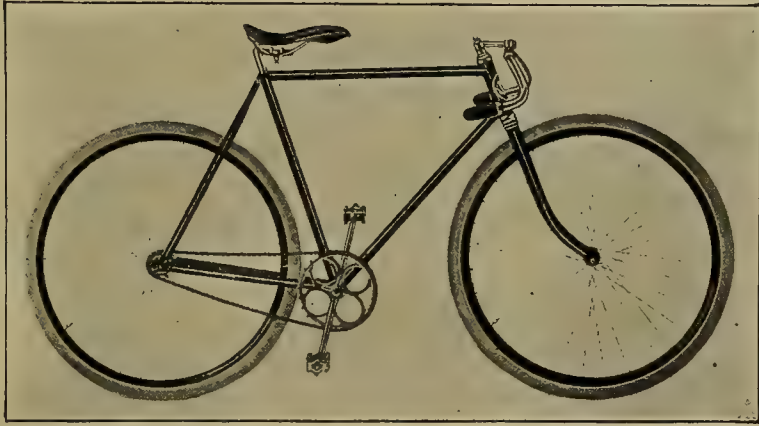
Space is too small to explain. You better get catalogues. They are sent for six-cent stamps.

WE DO NOT SELL BICYCLES OR PARTS.
WE DO NOT SELL AUTOMOBILES OR PARTS.

**MOTORCYCLES AND PARTS
EXCLUSIVELY.**

RIDERS RECOGNIZE

AS OLD FRIENDS



Yale^{and} Snell Bicycles

Their record is part of the history of cycling itself.

On track and road Yale bicycles have ever been to the fore.

They have always been the choice of fastidious riders to whom only the best appeals.

For 1904 they a little more than maintain their superiority.

SNELL BICYCLES

are next best. Reliability is their watchword. Stanch and easy riding they are the ideal mount for the average man or woman.

See these lines at your dealers or write us for name of nearest agent.

KIRK MFG. CO. Toledo, O. THE SNELL CYCLE MFG. CO.

THOMAS AUTO-BI 1904

"A WINNER ON ANY GRADE."

Spring Truss Fork
and Hygienic
Cushion Frame



No. 36, \$210.

Make all roads
smooth.

E. R. THOMAS MOTOR CO.,
1200 Niagara St., Buffalo, N. Y.

BUFFALO, N. Y., March 1, 1904.

Gentlemen:—During the past season, although connected with the Automobile Trade, I have used one of your Auto-Bi's for my personal use and can truthfully say that it has given the best of satisfaction under all conditions. I have ridden it over the worst roads at a very high rate of speed and with a great deal of pleasure, as the cushion frame and cushion forks absorb all the jolts and jars which are common in motor bicycles without them.

Motor bicycling has always been my favorite pastime for my own personal riding, and your Auto-Bi leaves nothing to be desired by the most experienced operator.

Wishing you every success, I am,

Yours very truly,

FRED C. CARTER.

E. R. THOMAS MOTOR CO., 12 Niagara St., Buffalo, N. Y.

Columbia Automatic Gas Lamp

EXCLUSIVE FEATURES

OF THE

Columbia Lamp:

POSITIVELY AUTOMATIC, as has been DEMONSTRATED to TENS of THOUSANDS.

REGULATED by a GAS COCK, same as your illuminating gas jets in your residence.

LIGHTS AT ONCE and TURNS DOWN or OUT AT ONCE; NO WAITING.

FITTED with SPECIAL DASHBOARD BRACKET when desired, for BUGGIES, CARRIAGES and MOTOR VEHICLES.

USES ONE-HALF the CARBIDE necessary in OTHER LAMPS.

GIVES as good a HEADLIGHT as the best of other GAS LAMPS.

CAN BURN same CHARGE REPEATEDLY until CHARGE is EXHAUSTED.

NO DELICATE VALVES or TUBES to CORRODE and STOP UP, HENCE no EXPLOSIONS, no TROUBLE in CLEANING.

EQUIPPED with our NEW (just out) BURNER, which will not stop up and refuse to perform its functions.

OUR FRIENDS say it is the ONLY GAS LAMP that has all of the advantages of the OIL and CARBIDE lanterns combined in ONE LAMP.



DASH BRACKET.



Read this from a Dealer :

HINE-WATT MFG. CO., Chicago.

Gentlemen:—Yours of the 6th at hand and noted. I do not see why I cannot handle half a gross of Columbia lamps this year if the season is any good, as I have sold several gross and they gave the best satisfaction of any lamp I ever sold.

ST. PAUL, MINN., March 7, 1902.

Yours truly, BIRD CYCLE CO.

HINE-WATT MFG. CO., - 60 Wabash Ave., - Chicago.

For Seventeen Years That Star



has stood for bicycle reliability—for a bicycle devoid of fads and frills—for a common-sense bicycle at a common-sense price, suited to American roads and the American masses not less than the classes. If such a bicycle appeals to you, a postal card will bring a Gendron catalogue and full information.

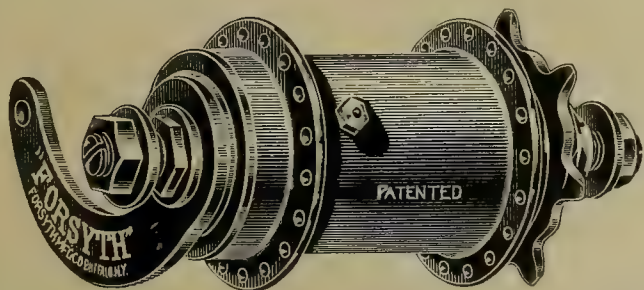
GENDRON WHEEL CO., - Toledo, Ohio.

There is no “Drag” in the Frictionless Forsyth.

The wheel fitted with one spins absolutely free.

IT IS ONE OF THE FEATURES THAT IS CARRYING THE FORSYTH
HIGHER AND STILL HIGHER IN POPULAR FAVOR.

And of course you know that you can adjust a Forsyth coaster brake exactly as you adjust the bearings of the bicycle. That's another big feature; and there are others. Want to know them?

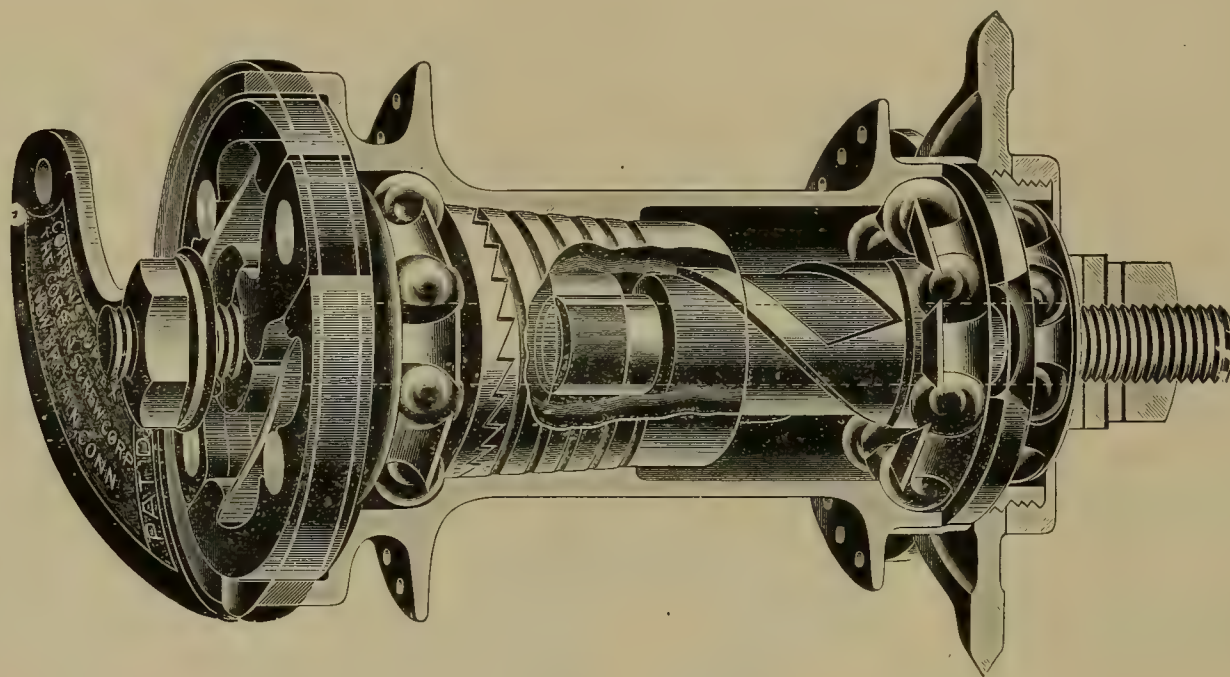


FORSYTH MFG. COMPANY,
BUFFALO, N. Y.

SEABROOK BROS, 32-34 Featherstone St., City Road, London, E. C.
Exclusive sales agents for Great Britain and Continental Europe.

The bicycle without a coaster brake
is
Only Half-Bicycle,

it certainly is not a complete one. The man who sells it is not really promoting his own interests simply because he is not affording to the purchaser the full enjoyment of cycling. Are you a man of the sort?



In Speeding the Awakening
the
CORBIN DUPLEX

is playing a full share. It is the coaster brake that does give satisfaction. Its users' pleasure is unmixed pleasure.

CORBIN SCREW CORPORATION,
New Britain, Conn.

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, April 2, 1904

No. 1

ONLY ONE BRITISH SHOW

Stanley Club Wins Long Fight Against National—Latter Withdraws From Field.

Henceforth there will be but one annual British cycle show. The makers who composed the National show, after conducting that function for eleven years, have struck their flag and withdraw from the field, leaving it free to their rival, the Stanley. Negotiations that have been in progress for some months have been brought to a successful conclusion, and what is termed a merger, but which appears to be an absorption of the National by the Stanley, has taken place. Under an agreement entered into by the executives of the two organizations, the Crystal Palace show will be entirely abandoned and the trade left free to concentrate at Agricultural Hall, the venue of the Stanley shows, and give there one gigantic exhibition of cycles, beginning next November.

This arrangement will unquestionably meet with the emphatic approval of the British trade. Two shows have long been regarded as a heavy burden, under which there has been considerable chafing. Either a consolidation or the withdrawal of the National has been deemed inevitable for several years. The Stanley has steadily improved its position, and at the expense of the National, and only the influx of motorcycle exhibits, the bulk of which fell to the National, enabled it to continue to make a good showing.

The outcome is a clear victory for the Stanley Cycle Club, which for twenty-six years has conducted the Stanley show, and, to a somewhat less extent, a defeat for the British makers. Dissatisfaction with the policy of the Stanley Club, and non-success in obtaining a share in the control of the shows, led, in 1893, to the organization of the National show, all of the prominent makers, with a few exceptions, giving it their adhesion. The object was to kill the Stanley show or bring its promoters to terms, and at first it looked as if success might be achieved. The cream of the trade was represented at the National, while the Stanley was almost given over to the smaller makers and the accessory people; a few big firms, however, adhered to the Stanley, and

each year their number was increased by defections from the National ranks, until the latter became so thinned that not even the position of the concerns enabled them to wage battle on equal terms.

The merger, so-called, clears the atmosphere wonderfully, and renders certain a highly successful Stanley show next November.

Pennsylvania Reports Prosperity

At the annual meeting of the Pennsylvania Rubber Company, held at Jeannette, Pa., the following officers were elected for one year: Herbert Du Puy, Pittsburg, president; Frank A. Wilcox, vice-president and general manager; H. W. Du Puy (Pittsburg), treasurer; George W. Shively, secretary. The directors are H. W. Du Puy, F. A. Wilcox and H. W. Du Puy. The company was reported to be in a most prosperous condition.

Sutcliffe Succeeds Sutcliffe.

Out of the failure of Sutcliffe & Co., Louisville, Ky., has grown the Sutcliffe Co., a corporation with \$25,000 capital and these officers: H. F. Willenbrink, president; A. L. Ray, vice-president; George Buechel, secretary and treasurer. The company has acquired the remains of the firm and will continue along the same old mail-order lines devoting a part of its peculiar attention to bicycles.

Fisk Opens Down Town Branch.

The Fisk Rubber Co. yesterday opened a downtown branch in New York City at No. 158 Chambers street. A full stock of the company's tires will be kept on hand there, as well as at the store at No. 51 West Sixty-third street, which is the headquarters of E. A. Hoffman, the local manager for the company.

Goshen Doubles its Capital.

The Goshen Rubber Works, Goshen, Ind., has filed with the Secretary of State of Indiana a certificate of increase of capital from \$100,000 to \$200,000. The concern has also engaged a new superintendent for its tire department.

Firm B comes a Corporation.

Baker & Hamilton, the well known San Francisco jobbers, have converted their business into a corporation. The capital stock of the company is \$1,000,000.

WANT REGISTRATION BUREAU

To Look After Trade Marks, etc.—Bill is Introduced in Congress.

Following the measure presented by Mr. Clapp, a bill has been introduced in Congress by Representative Roberts to form, under the Department of Commerce and Labor, a new bureau, to be known as the Bureau of Commercial Registration, with a chief to be known as the "Register of Commercial Marks," to whom it is proposed to pay a salary of \$3,000 per annum.

In this bureau it is proposed to register all trade-marks, labels, prints and other matters of commerce, both national and international in scope, and all records now in charge of the Commissioner of Patents relating to these matters, would be transferred to the new department.

Any person could obtain registration on complying with the requirements, which would include a fee of \$15, a description of the trade-mark, particulars as to its manner of use, and of the goods upon which it is used, such trade-mark registration to remain in force fifteen years after the date of registration.

A lawful trade-mark would consist of any distinctive shape, ornamentation, form, name, word, phrase or symbol, but no purely descriptive word or phrase, nor the name of the applicant, nor the name of the locality in which he does business should constitute a trade-mark which might be monopolized under the act. This very obliging proviso is made: "But if the applicant after advice from the Register of Commercial Marks shall insist on the registration of an alleged trade-mark, registration shall not be refused."

Counterfeiting in any manner a trade-mark which had been registered would be cause for suit for damages. Any defendant in an action for the unlawful use of a trade-mark under the proposed act would be allowed to plead the general issue, and in defense may prove a prior right or title to the trade-mark, or that he has not used said mark in such manner as to mislead the public as to the origin or ownership of the goods, or that he has not damaged the com-

plainant, and in such case no costs or damaged could be recovered.

Trade-marks might be assigned upon the payment of the required fees, the amount of which is to be determined by the register, and a copy of all such assignments would be kept in the office, and would be open to public inspection, and copies of same would be furnished on request and at a reasonable cost.

The proprietor of any label, print, description, or other printed publication, used, or about to be used in connection with trade in goods, wares, or merchandise, in either interstate or foreign commerce might register such label, etc., with the Register of Commercial Marks on payment of a fee of \$10. The originals or fac-similes of same to be kept accessible for public examination in the bureau and would be published from time to time.

Good Tires Now in Demand.

D. P. Harris, of No. 48 Warren street, who is the New York selling agent for the Kokomo Rubber Co., is much encouraged by the prospects of a banner year in the tire trade. He has had a much better business so far this year, both as regards quantity and quality, than for several years past. The greatest increase has come in the sale of the highest priced tires, and this in spite of the long continued severity of the winter. There has been a marked increase in the demand for medium priced tires, but the greater percentage of the demand has been for the more expensive styles.

Albany's Annual Election.

At the annual meeting of the Albany (N. Y.) Hardware & Iron Co. the following were elected directors and officers: Seth Wheeler, Peter Kinnear, James A. Amsdell, Charles H. Turner, president; James K. Dunscomb, treasurer, and W. B. Wackerhagen, secretary. The concern continues to remain a factor in the cycle jobbing trade.

Alling Opening More Stores.

There are now eight Alling Rubber Company stores in the State of Connecticut, all of them handling tires and tire accessories. Two of them were established in New London during last month, one by Wilbur S. Alling and the other by the Alling Rubber Company. The latter concern is also making ready to open a store in New Britain.

Price of Rubber Still Stretching.

During March the price of crude rubber maintained its upward tendency. The best grades of Para advanced steadily from \$1.06 to \$1.07 and \$1.03 per pound to \$1.10 to \$1.11 and \$1.09 to \$1.10, respectively.

"Notwithstanding the big setback caused by the fire, there is every indication of the best trade we have enjoyed in years," is the report that comes from Howard A. French & Co., of Baltimore.

FEBRUARY DROPS \$40,000

Good Gain in Germany Offset by Losses in "Other Europe" and Australia.

The pace set by the month of January in the matter of exports of cycles and parts proved to be too hot, and February records a considerable loss. The figures are \$140,661, as against \$181,050 in February, 1903.

The losses were well distributed, and only four countries showed gains of any considerable amount. The latter were Germany, which, in spite of the outcry against American goods, purchased \$17,428 worth of them, a gain of, in round numbers, \$6,000; the Netherlands, with a gain of \$3,000; the Philippines, with a gain of \$1,200, and the Chinese Empire, with a gain of \$1,000.

"Other Europe" and British Australasia were the chief losers, accounting between them for nearly \$30,000 loss. The first named fell from \$35,810, in February, 1903, to \$21,779 in the same month of 1904, while British Australasia dropped from \$22,698 to \$8,300. British North America came next, with a loss of \$7,000, followed by Japan, with a loss of \$5,500, and Mexico, with a loss of \$4,000. The United Kingdom, Belgium and France each showed losses of \$2,000, while British Africa fell off \$1,800.

The exports in detail for the month and seven months, respectively, are as follows for the corresponding periods:

Exports to—	February—		Eight months ending February—		
	1903.	1904.	1902.	1903.	1904.
	Values.	Values.	Values.	Values.	Values.
United Kingdom.....	\$18,735	\$16,307	\$248,123	\$162,700	\$159,401
Belgium.....	7,465	5,833	24,363	21,466	28,175
France.....	7,040	5,761	146,261	86,669	37,465
Germany.....	11,696	17,428	201,099	52,009	65,420
Italy.....	4,064	2,998	36,531	27,216	36,213
Netherlands.....	3,640	6,318	77,624	34,067	72,243
Other Europe.....	35,810	21,779	158,198	105,478	103,128
British North America.....	21,362	14,734	74,957	81,718	64,590
Central American States and British Honduras.....	75	192	3,569	1,963	1,775
Mexico.....	6,845	3,071	13,670	23,127	27,366
Cuba.....	76	749	13,670	5,617	11,260
Other West Indies and Bermuda.....	2,509	2,494	29,686	24,432	20,081
Argentina.....	2,243	3,853	7,680	9,223	9,733
Brazil.....	515	808	3,570	4,664	8,320
Colombia.....	54	15	682	606	843
Venezuela.....	—	19	367	173	480
Other South America.....	1,248	1,163	15,636	12,214	11,759
Chinese Empire.....	609	1,562	46,610	10,304	10,919
British East Indies.....	2,160	1,402	31,505	29,239	16,981
Hong Kong.....	150	263	3,026	2,503	7,903
Japan.....	27,174	21,685	111,099	286,663	254,062
British Australasia.....	22,698	8,300	136,675	158,319	228,406
Philippine Islands.....	25	1,283	13,062	9,261	19,171
Other Asia and Oceania.....	1,381	870	17,372	19,037	13,598
British Africa.....	3,476	1,714	73,356	77,897	9,507
All other Africa.....	—	60	2,418	6,783	5,901
Other countries.....	—	—	117	—	—
Totals.....	\$181,050	\$140,661	\$1,489,142	\$1,253,348	\$1,224,700

French Discover a New Metal.

"Pulchre" is the name given to a new metal, which is briefly described in recent French papers. It is an alloy of a brilliant white color, which takes a very high polish and is unaffected by exposure to damp or other atmospheric influences; indeed, it is claimed that nitric acid has no action on it. It has a high resistance, varying from 45 to 100 pounds on the square millimeter. For cycle manufacturers it is proposed to be of the greatest utility, but no mention, curiously enough, is made as to its weight.

Jones Jails a Branch Manager.

Charles B. Blessing, former manager for F. M. Jones of the Racycle agency, at 74 San Pablo avenue, Oakland, Cal., was arrested recently on complaint of Jones, who charged that Blessing is an embezzler to the amount of \$1,200. The specific count upon which Blessing was charged is the embezzlement of \$5, but Jones declared that the amount of the shortage in Blessing's account would reach the larger sum he named.

Jones conducts his main place of business in Sacramento and Blessing had charge of the branch in this city for some time. Blessing gave bonds for his appearance in the Police Court and was released.

Attorney John W. Gwilt, counsel for Blessing, stated that Blessing claimed he does not owe Jones any sum of money, but that on the contrary, Jones owed him; that if the book show that Blessing is short in his accounts he stands ready to make the shortage good.

The Retail Record.

Galt, Ont.—W. St. Clair, sold out.

Sharon, Conn.—Wm. J. Hotaling, new store.

Sandwich, Mass.—Banj. A. Cook will open a repair shop in the Donovan Block.

Des Moines, Ia.—W. E. Tapley has sold his interest in the Tapley-Anthony Bicycle Company, 630 East Grand avenue, to E. P. Anthony.

Canon City, Col.—The Rodda-Thomas Cycle & Supply Co. have opened a cycle and sport-

ing goods store. J. N. Rodda, formerly manager of the bicycle department of the Cooper Electric & Cycle Co. (whose business has been acquired) and L. S. Thomas comprise the new firm.

Demand is for High Grades.

How greatly the demand for high grades is increasing is evidenced by the sale of the Racycle Pacemaker, one of the most expensive wheels on the market. Its makers, the Miami Cycle & Mfg. Co., report they have already shipped 1,000 more of that model than they had orders booked at the corresponding date last year.

VALUE OF BICYCLE POLICE

Atlanta, Ga., Officials Testify That One Bicycle "Cop" is Worth Six Patrolmen.

An unsuccessful effort was recently made by some of the Police Commissioners of Atlanta, Ga., to abolish the cycle squad. After much discussion a committee was appointed to make an investigation and report to the board. The committee was composed of Commissioner Orin S. Nunnally, chairman; Chief of Police J. W. Ball and Police Captains Jennings, Thompson and Moon. Their report was as follows:

"To the Honorable Board of Police Commissioners.

"Gentlemen: Your committee respectfully recommends, after a thorough investigation, that the number of bicycles used in the police department be not decreased. This recommendation is unanimous, with the exception of one vote, Captain Moon having voted 'nay.'

Chief Ball stated that when wheels were first put on the force one bicycle man and one mounted man were on "call duty" at headquarters, and that the bicycle man was far more efficient for that duty than the mounted man. Several motions were made to reduce the present cycle squad of thirty-five men to ten or twenty, when Captain English said:

"We are making a grave mistake. This board was organized for the protection of the people. We have a small force. After dark it is dangerous to allow men to go alone, and men on foot cannot cover the amount of territory we have to patrol. The wheels are not a pet scheme of mine. I was opposed to them, but I have learned the efficiency of the service and I am for them. If we had more money for men we ought to put on more bicycles, instead of decreasing them. It would take fifty more men on the evening watch to patrol this city without the bicycle squad."

Chief Ball stated that police observation had shown him that two wheelmen could, in the rear beats, do as much work as six footmen.

"As chief of police, how do you rate the bicycle branch of the service? Which do you consider to be the most efficient?" asked Captain English.

"Two men on wheels are equal to six on foot," replied the chief. "I do not see how we are going to police this city if you abolish the bicycle squad."

"Your ratio is 3 to 1," interrupted Mayor Howell. "That's not correct. It's more like 5 to 1. I live in the suburbs, and I know how splendid a branch the bicycle squad is."

He further said he lived in the West End, and that he knew from observation and from hearing citizens talk that the bicycle squad was the most efficient branch of the department. He said that if anything was to be dispensed with it ought to be the

mounted squad, and that bicycles ought to be substituted for them.

Captain John A. Thompson, one of the oldest officers in point of service, and regarded as one of the best police officials in the South, said:

"In my opinion, gained from long experience as a police official, I know that it is just as essential to have wheels as it is to have patrolmen. Footmen cannot patrol one-half the territory wheelmen can cover. Six men do the work done by two bicycle men. If you dispense with wheels you cripple the service. It would be impossible to ask us to patrol this city if you take away the wheels."

Captain Henry Jennings, also an official of long experience, said:

"You will retrograde considerably if you do away with wheels in the department. Bicycle men can cover a great deal more territory and more effectually than men on foot. In case of an outbreak or a riot we can concentrate enough bicycle men in a short time to quell the disturbance. Bicycle men can receive notification over the call boxes and get to any portion of the city in a fraction of the time needed by foot men. The bicycle squad is one of the most efficient branches of the department."

Mounted Sergeant Beavers, formerly a wheel officer, spoke in highest praise of the wheel service. He said he had ridden all over Atlanta, that he had never seen a place he could not ride his wheel, and that he thought he had rendered the city better service on a wheel than he could on foot. Sergeant Connolly, formerly a wheel man, corroborated that. Bicycle Officers George Maddox, Ed Chandler and Marshal Mayo told of the many advantages of the wheels, and said they knew they could perform more efficient service as wheel officers.

Fire Chief W. R. Joyner was present, and said that his observation as a fireman was that it would be a backward step to abolish wheels. He told how bicycle men could get to a fire box far quicker than foot men, how they rendered him valuable service by getting quickly to fires and keeping back the crowds. "More bicycle men turn in fire alarms than all the rest of the force together," he said.

The bicycle in the Atlanta police department was first instituted several years ago by Chief John W. Ball, then a patrol sergeant. He found much difficulty in reaching the men in the outlying districts, and as only two sergeants were provided for the purposes of inspection, he could hardly cover the territory allotted to him and do good work. He therefore purchased a wheel himself, and asked permission of the board to make his inspections on a bicycle. This permission was granted him. The good and quick work he was able to do on a bicycle came to the attention of Major Kendrick, then a member of the board, and he brought the matter to the board's attention. The result was that ten wheels were purchased and that number of men placed in a bicycle squad.

Since that time the bicycle squad has been increased until there are thirty-five men mounted on bicycles.

WALTHOUR BEATS CONTENET

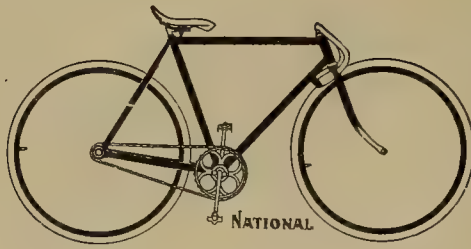
Has to Change Wheel in First Heat of Paced Match but Wins the Other two.

Bobby Walthour acquitted himself grandly in his Parisian Sunday race on March 20, when he defeated Contenet, the champion of that country, in their best two in three heats match at the Buffalo Velodrom. The Atlanta rider won one of the heats after he had been forced to change mounts through a chain breaking on his machine. Walter Bardgett finished third from the 20 yard mark in a half-mile handicap the same day, Rutt, of Germany, being first and Ellegaard, the Danish champion, second.

The first heat of the Walthour-Contentet match was at 20 kilometers (12 miles 760 yards). Walthour gained from the start, but his chain broke and Contenet passed him, winning finally by a lap and a half. The time for the 10 kilometers was 8:35 3-5, and the 20 kilometers was ridden in 16:33 3-5. The second heat was 25 kilometers (15 miles 950 yards). The visitor again went to the front at once, and soon had a lead of 100 yards over Contenet. His chain broke, and while he was securing another mount he lost the advantage and also two laps. Contenet's time for 10 kilometers being 8:08 2-5. When Walthour got going again he gained back his lost distance, and when he overhauled Contenet the latter quit at 20 kilometers when the race was stopped. The time was 17:03 3-5. The deciding heat was to have been 20 kilometers, but Contenet retired after riding half the distance, being troubled by a bad cold. Walthour's time for 10 kilometers was 8:18 1-5, the time for the total distance not being taken.

Bardgett was placed on the 20 yard mark in the second heat of the half-mile handicap, Rutt, hailed as a coming champion in Europe, winning the heat from Bardgett, Massart being third from the 20 yard mark. These three, with Ellegaard (scratch), Mayer (10 yards) and Carapezzi (25 yards), starting in the final. Mayer led at the bell, followed by Rutt. The latter fought it out with the Dane, while Bardgett was a good third.

It is reported that Walthour has decided to remain in Europe all summer and has sent for his family to join him in Paris. He has become a great favorite with Parisian race-goers owing to his willingness to race from the crack of the gun. It is reported that he receives a salary of \$50 a week each from a French bicycle maker and a tire concern, and \$10 weekly for riding a certain make of saddle. Nearly all of the European tracks promote motor paced races, and Walthour thinks he can make more money there than he could in the United States, where paced racing has lost so much of its former popularity.



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NEW YORK, APRIL 2, 1904.

The Doctrine of Cycling.

It is related of a certain great infidel that when asked by an eminent divine in what way he would have improved upon the world as now constituted if he had had the making of it, the agnostic rejoined in part: "I would have made health contagious instead of disease, virtue and right doing easy and pleasurable, and wrongdoing hard and painful."

It is notorious that obedience to the hygienic rules of health, involving studied dieting and systematic exercising, becomes irksome, task burdening and repulsive. To make right living and right doing easy and attractive and pleasurable, to make healthful exercise a thing delightful of itself, is truly a "consummation devoutly to be wished."

Bicycle riding offers this great consummation. Cycling has not and never had a higher claim upon the respect and devotion of humanity than this—that not simply does it make hygienic exercising easy and pleasurable, but that it is of itself a delight, an in-

dulgence in which involves beneficial results. It is fascinating as a sport and recreative pastime, and yet its benefits are, as a distinguished physician says, "among the certainties of hygienic science."

Not until human nature changes materially will gymnasiums, "home exercisers" and cross country trampings prove adequate compensations for the health deterioration caused by the increasingly sedentary character of modern business pursuits. The recreative schemes have not in themselves a sufficient invitation to their indulgence to appeal to persons of all ages. They are lacking in intrinsic attractiveness. It is true that these exercises afford some pleasure in their performance, as does the bath in the tub at home. It is a slight gratification, however, and the pleasure is of a subordinated sort, a secondary consideration. Such exercises are indulged in primarily because of their good after effects, and not because of their inherent delightfulness. They appeal to men and women of the majority class during a certain youthful period, when there is physical exuberance and ambition is sacrificed to leisure for recreation. During a later period, when all leisure and questions of health are sacrificed to ambition, they lose attractiveness and become irksome; they are resorted to again during a third stage of life, still later on, when the necessity for hygienics becomes imperative. These artificial hygienic exercises are vastly different in their character from the more natural ones afforded by lawn tennis, golf, rowing, swimming, etc., in which most persons indulge primarily because of the fun there is in them. The great difference is seen when gymnasium exercises and the tub bath are compared to lawn tennis and swimming. The former are means to an end, and are pleasures only in a secondary sense, while the latter are pleasures primarily, and yet are better means to the end than are the former.

It is one of the chief glories of bicycling that it is primarily a pleasure. It is better for health exercising, however, than any of the artificial means ever devised, and when it comes to be compared with the other beneficial exercises which are primarily sports, it is found to have attributes which place it superior to practically all of them.

It has been indicated that artificial exercises do not have an inherent attractiveness sufficiently strong to be inviting to persons at all times of life. The same fault can be charged to most of the recreative exercises that are primarily sports. Swimming, lawn tennis, baseball, cross country tramps, run-

ning games and even horseback riding require a certain amount of robustness. They are too violent for persons past the prime of life, and they are too vigorous or hazardous or require too much skill for children. They are not perennially attractive. Golf may be admitted to be to some extent an exception, and hence its popularity, but its delights are not so keen as those of cycling, nor are its benefits so profound.

Bicycle riding stands out distinctively as the one great health giving exercise that is invitingly attractive to both sexes at all times of life. As a pleasure, it is gentle enough to invite the very young and the very old, while it is vigorous enough to furnish sport for the most lusty and test their physical powers to the utmost. In this bicycle riding has no competitor in the realm of sport and recreative, hygienic exercise.

Why are the joys of bicycling such as appeal to every class of humanity in every clime and at every time of life? The delights in travel and exploration is one that begins early and dies late. The love of nature is another trait common to a great majority of human beings. Both of these the bicycle gratifies in a way that appeals peculiarly to dwellers in the urban realms. It enables child, man and woman to proceed quickly, easily and pleasantly from the brick walled canyons of the city to scenes of rugged woodland beauty and pastoral loveliness. Yet this is not the most compelling charm of the bicycle. There is one more subtle and more far reaching. The love of nature is not shared by every one, and the liking for travel fades as the years roll on. There is one human trait which is, however, common to all, and one which never dies—the love of power. This love is gratified by bicycle riding in a way that makes it not only a pleasure giving pastime and a deeply beneficial exercise, but also a mental tonic and exhilarant of rare excellence. This is due to the power the bicycle bestows for man by his own exertion to conquer distance and to do it without undue fatigue.

In walking there is no sense of conquest. One cannot walk without fatigue more than one-eighth as far as he can ride on a bicycle. In walking the weight of the body comes on the feet, and there is a continued intestinal jar that cannot be long sustained except by those in vigorous health. In cycling there is a smooth, swinging, swaying, gliding motion that is akin to skating and also to flying. There is no weight upon the feet, no jar of the spine and innards; one sits at ease and skims over the roads with no more exer-

tion that is pleasurable, and gloats in a sense of power. There is an exultation springing from the consciousness that this conquest of distance is an achievement of our own; that we are doing it ourselves. For the reason that it gratifies this love of power and exhilarates the mind, the bicycle fascinates all ages and is sovereign as a cure for mental depression as well as for physical debility.

"Let us build altars to the beautiful Necessity," said Emerson. There should be altars built to the beautiful embodiment of joy and health and mental tone that is found in the bicycle. We have seen various devices for sport and pleasure, various vehicles of locomotion, various hygienic fads come and go. We have seen some come and not go. The horse, the yacht, the ice and roller skate, the big and little automobile, we have with us yet, and probably will have always. Bicycle riding, however, has remained through all the changes and improvements, and is now what it has been and will be, the most convenient, most economical, self-gratifying, reliable and most easily attainable mode of recreation for pleasure and health and method of personal highway transportation within an area of moderate distances. Bicycle riding has intrinsic properties that make its popularity indestructible. There is more pleasure, more benefit and more healthy exhilaration in a flight by bicycle than by any other mode of transportation yet discovered. Men and women have become better fathers and mothers because of its benefits. It is an inducement to outdoor exercise that is constantly before us.

The wonderful improvements made by the application of coaster brakes, changeable gears, cushion frames, spring forks, are of a character that would have seemed visionary a few years ago, and they make cycling a luxury undreamed of by those who know them not. Those who have forgotten the delights of cycling, even as they knew it, should return and taste of it with these attributes of joy that they knew not. Much of the time formerly spent in the open, where Nature's grandeur ravishes the soul, has been spent by erstwhile riders in billiard and pool rooms and other stuffy places where meaner sports have vogue. It is time they turned from the unhelpful pastimes to beneficial pleasures.

Like some other things that are cheap, almost free, and are helpful, good and give health and happiness and have charms which constantly invite, bicycle riding needs evangelists to go forth occasionally and present it to the dull minded and the sluggish.

The bicycle riding season of 1904 is now at hand, and those who have not had their spirits quicken to the glorious opportunity for pleasure and benefit that this fact offers should be roused by those who do appreciate it.

Remember, it is primarily a pleasure, yet the greatest of all aids to right living. It is for the young and the old of all classes and conditions of humanity. Friends should stir up their fellows, parents should encourage their children in it, children should introduce their parents to it.

While the weather permits, all the world of sensible humanity that loves pleasure and power and health should grasp frequent allowances of leisure for bicycle riding.

The Backward Spring.

When there occurs a long, severe winter and a retarded spring, such as we have been passing through, bicycle dealers seem to think that it has been all arranged to injure them. They think they are the greatest sufferers and have a right to feel more aggrieved than any one else.

Such damage as the weather does must be taken philosophically. There is no other way to take it.

It is futile to rail and whine, and it is puerile folly to lose heart and let one's efforts flag. Disaster caused by the pranks of the elements should be not only borne with fortitude but accepted as a call for redoubled enterprise and activity.

It is a mistake, however, for bicycle dealers and makers to feel particularly aggrieved by the weather. All sorts of business has suffered. One would not think that a hard winter and backward spring would hurt the sale of books, yet one of the biggest book dealers in New York declares that his trade has been almost at a standstill.

Human nature is reactionary, and there will be compensation soon for the backwardness in a fiercer activity. It is probable that when good weather does begin, as it is about to do, there will be a warmer, drier, finer spring than we have had for years.

Then bicycles will sell and sell until a greater number of them have been sold than of any other style of vehicle, as has been the case in former years, and the roads will teem with them—for despite of all pessimism the bicycle does outsell all other vehicles.

So, cheer up!

May Abolish Cyclepath Commission.

Senator Armstrong has introduced in the Senate at Albany a bill which, if passed, will transfer the duties and powers of the Monroe County Sidepath Commissioners of Rochester, N. Y., to County Engineer McClintock. The members of the commission are Frank J. Amsden, president; William J. Thompson, secretary and treasurer; F. F. Jones, of Webster; Robert J. Gallup, of Clarkson, and Adam M. Finucane, of Penfield. President Amsden said in discussing the bill:

"It seems a little late to abolish the commission this year. Personally, I would like to relinquish the duties of commissioner of sidepaths, which I have held for so many years. It is a question whether the County Engineer is not too busy to attend to these duties if the change is made. He would need an assistant to take care of the work now done by Superintendent A. P. Dean, who has direct oversight of the repairs to existing paths and the construction of new ones."

William J. Thompson, secretary of the commission, said:

"The members of the commission oppose the bill, because, if it becomes a law, every constable will have a right to make arrests for violation of the sidepath law. The fees of such constables would be charged against the commission's funds. Then the expenses of the justices' courts would also have to be paid from the commission's funds. The amounts recovered from violators of the law would not cover the costs and the deficiency would be borne by the commission."

"Under present conditions we hire a sidepath constable and pay him a salary. He turns his fees into the treasury. The expense of trials of violators of the sidepath laws is born by the towns in which the cases are tried. The sidepath commissioners had an interview with Senator Armstrong recently and we understood that the matter would be looked after."

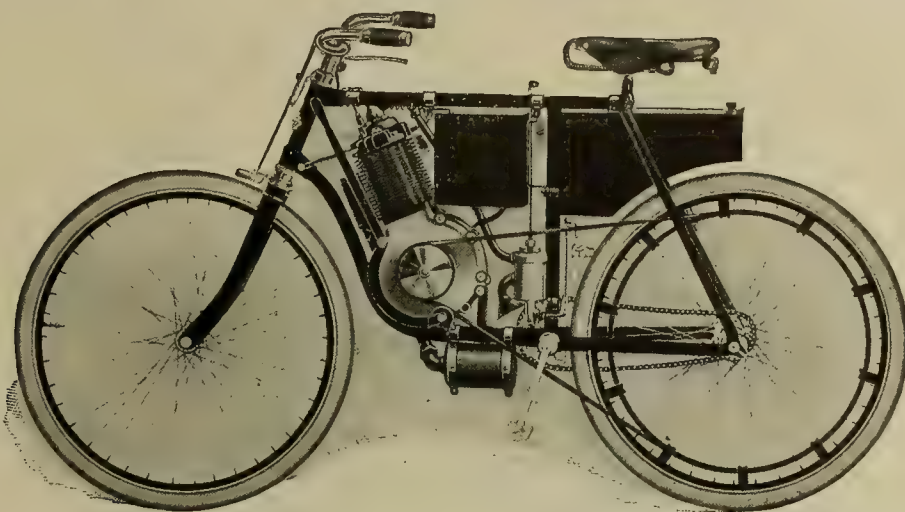
President Amsden of the commission said that the sidepath license numbers for 1904 will be placed on sale as usual. The tags will be distributed to bicycle dealers and at some other business places throughout the city and county, from the office of the secretary, Charles Hughson, 88 State street. The tags are shaped like a horse shoe and will cost 25 cents, as heretofore. Reasonable time will be given bicycle riders to purchase the tags, but riders who are caught on the sidepaths without them later on, will run the risk of being arrested.

Motorcycle Bill Passes Senate.

The automobile bill, which exempts motorcycles from its operation and thereby sets a valuable precedent, which exemption is due to the work of the Federation of American Motorcyclists, was passed by the New York Senate this week. The vote was unanimous. It is expected that it will go through the House next week.

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RALPH D. WEBSTER.

Mr. Webster is a good example of the man concerned with the manufacture of cycle goods who practices what he preaches and uses what he makes. He is secretary and salesmanager of the Eclipse Machine Co., Elmira, N. Y., and though he has been a cyclist since 1882, it is rare that his annual mileage has fallen below 2,500 miles. During 1903, his Veeder cyclometer registered 2,625 miles. That Mr. Webster's cushion frame bicycle is fitted with a Morrow coaster brake goes without saying.

THE BICYCLES OF 1904

How, Why and Wherein they are the Best and Most Comfortable Ones Ever Built.

Each year it has seemed that the bicycle had attained perfection, as the word may be applied to things earthly. In the light of the particular period it appeared that no change, whether of addition or subtraction, could prove in the nature of betterment.

But as regularly each year have the men whose energies are bent to the task demonstrated that improvement is possible. They have never failed to put to scorn those twin statements of the uninformed and the pessimist, "There is nothing new in bicycles." "All bicycles are alike."

As a matter of fact, bicycles differ as greatly as men themselves. The minds the designers and the refiners have not run in the same channel. As a result, each brand of bicycle has distinguishing characteristics that are not to be gainsaid. That not all of them are conspicuous matters nothing. It usually is the little things in life—and in mechanics—that cause the most bother; it is the refinement of them that forms the perfect or satisfactory whole. In the development of the new features and the refinement of details, the 1904 models are as notable as any of recent years.

The sum total of this concentration of creative and improving effort is that however good were the good bicycles of the past they were never so good as those of to-day. It is the achievement naturally to be expected of the fittest who have survived such an upheaval as that to which a capricious public subjected the cycle industry. They survived and their bicycles survived because they also were the fittest. The law of logic and of trade is inexorable in this regard.

The baneful influence of the "cheap" and indifferent bicycle, which contributed to the upheaval, has steadily grown less. It

was never so insignificant as at present. The mail-order houses, the department stores, the bargain counters, auction marts and fake storage companies, which were the outlets for such trash, and which, without conscience, employed high-sounding phrases, odd-figured prices, and apparently plausible statements, to lure the gullible, have reached their natural levels, and their devious ways are now of small effect or no effect. The most discomfited manufacturers are the ones who supplied this class of trade. Those bicycles with well known and reputable name-plates are distinctly in the ascendency.

This return of reason and the increasing appreciation of the real benefits of cycling, rationally indulged, have inspired and enabled the manufacturers of the high grade productions to proceed more rapidly along the lines that are best for riders and best themselves—the lines that contribute to ease and comfort.

The chainless bicycle, the coaster brake, the changeable gear, the cushion frame, the spring fork, the spring or suspension saddle, the upturned or adjustable handlebar—all these were offered when cycling was a "craze," and were then repudiated by the unthinking riders of the day. Each year since sanity replaced unreason and the upbuilding of cycling on a rational basis began, has witnessed the spread of the recognition and demand for these creature comforts and promoters of health and pleasure. The increased demand has induced the betterment of the several devices, and as a direct result not only are bicycles better but the riding of them is more enjoyable than it ever was.

The man or the woman who has never ridden one of these modern bicycles has not really known cycling as it is and as it should be.

Since the "Bicycle Trust" passed out of existence and Colonel Albert A. Pope and his colleagues in the new Pope Mfg. Co. came into possession of its remaining plants, there has come into effect a new order of things, which has carried with it a more progressive policy and a remarkably improved and more attractive product. The bicycles which bear the Pope name plate—the Columbia, Rambler, Cleveland, Tribune, Imperial, Monarch and Crescent, not to mention the auxiliary lines—are all bicycles of long and proved standing; their considerable refinement, and not in the same channels, at this day bears eloquent testimony to the fact that cycling ingenuity has not stagnated.

The two-speed gear, first presented last season, has since abundantly demonstrated its worth, and is daily adding to its adherents, as it well deserves. It was the "sensation" of 1903, and, to again employ that much abused term, it may be applied to the determined and aggressive manner in which the Pope Mfg. Co. has this year "plumped" for chainless bicycles, the merit of which is

undoubted. With the "plumping" has come improvement that has justified it. In itself the chainless bicycle is not novel, but those presented this season under the several Pope name plates are really new ones. All save the principle of the former models was discarded, and as a result the 1904 models are new from "stem to stern," so to speak. They are of new design throughout, the alterations enabling a reduction of nearly two pounds in weight. The frame lines, the gear mechanism and every essential part have been improved, lightened and refined. The steering head has been shortened, and handsome flush head cases adopted. From the standpoint of fine workmanship, and suggesting at once grace, strength and lightness, there are the new oval and tapered upper rear forks which terminate in a seat post cluster of clean cut design. In point of equipment also the advance has been noteworthy. The pedals, the grips, the handle bars are new, the saddle is of new and exclusive design, and the folding tool bag is another departure, and the wrenches, oiler and tire

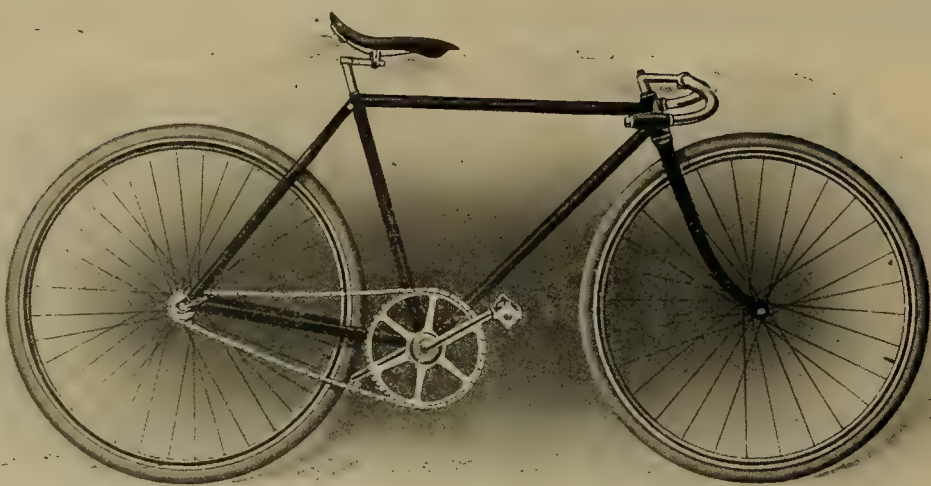
pump, contained in the bag, are also new and far better than anything previously provided.

If the Pope people have brought the chainless to the fore, they have by no means shunted or overlooked the chain geared bicycle. Not one of their bicycles, they affirm, but that has been improved, and one model, that which is titled the Columbia Superb, the Cleveland Swell Special and the Tribune Blue Streak Special, is offered as the culmination of the collective effort of twenty-six years of bicycle manufacture, is an entirely new addition to the Pope line. It is a light, dainty creation, and in the new chrysoberyl finish used on the Columbia, "superb" is the word that best describes it; this finish, a translucent golden brown, is itself a feature of no mean order. It is the richest and most striking ever produced; words can scarce do it justice. The model is made up of one-inch tubing in the main frame, which, of course, has flush joints and flush head cups and cases; front forks are of D-shape tubing, and the upper and lower

“The bicycle pumps pure air into the lungs. Pure air is the divinest maker of humans, physically, mentally, morally. The bicycle compels good roads. Good roads inspire other refinements of civilization. The wheel is a creator of a stronger people and a more beautiful world.”—Rev. Henrietta G. Moore, Pastor Universalist Church, Member Springfield (Ohio) School Board.

rear fork tubes are oval; the head is short, 33-16 inches for a 20-inch frame, and the crank hanger is dropped 3 inches. The handle bar is of $\frac{3}{4}$ -inch tubing, in keeping with the general design. Other new features are spindle hubs, roller chain, polished vulcanite detachable grips, tapered center pedals, rapped axle nuts, and, of course, the saddle and tool bag and tool equipment.

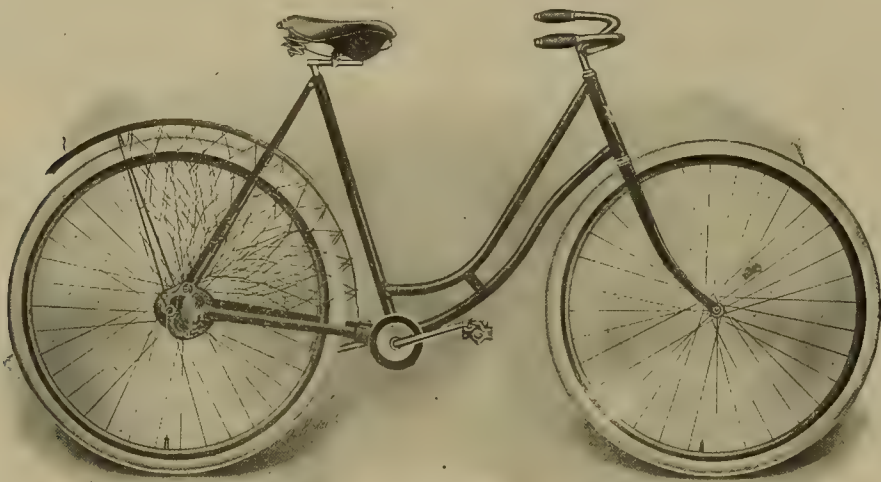
The effort of the Pope Mfg. Co. has been



COLUMBIA SUPERB.

non-leaking oil can, the B. & S. drop forged wrench, and last and by no means least, a large telescopic pump that will inflate a tire

Pope's Eastern department, the Columbia, Cleveland and Tribune, but, generally speaking, it applies also to the Western products, the Rambler, Crescent, Monarch and Imperial. Although in touch with each other, the two departments are yet entirely independent, and compete actively one with the



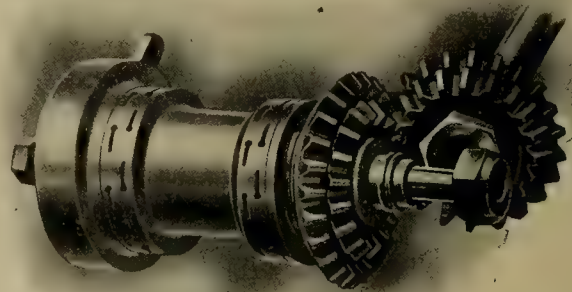
LADIES' TRIBUNE.

plainly not only toward a highly refined product, but toward the adoption of all those devices and little things that contribute to creature comfort and make cycling convenient, pleasurable and satisfactory. The cushion frame, coaster brake and spring fork, which incidentally is a much improved and handsome article, are strongly featured, but in their way not less vital to the general plan, and to the contentment of the individual, are the employment, for instance of wider handle bars that are both adjustable and reversible, of detachable grips, of a folding and non-rattling tool bag, having separate compartments for each tool, and these tools of the highest class, the Perfect

quickly and can be conveniently handled, in contradistinction to the smaller, slow, temper trying, finger hurting pump so generally in vogue. The Rainy Day mud guards, although offered only as an “extra,” are but a part of the comfort promoting scheme, the front one having a flared or scoop shape end and really does what its is designed to do.

In the main what has been said applies more directly to the leading bicycles of

other and create and effect their improvements and refinements without much regard to each other. The Western department is as strong on chainless bicycles, cushion frames and coaster brakes as Pope's Eastern factories. The Rambler, Crescent, Monarch and Imperial chainless incorporate every improvement that is to be found in the Columbia, Cleveland or Tribune; they, too, have

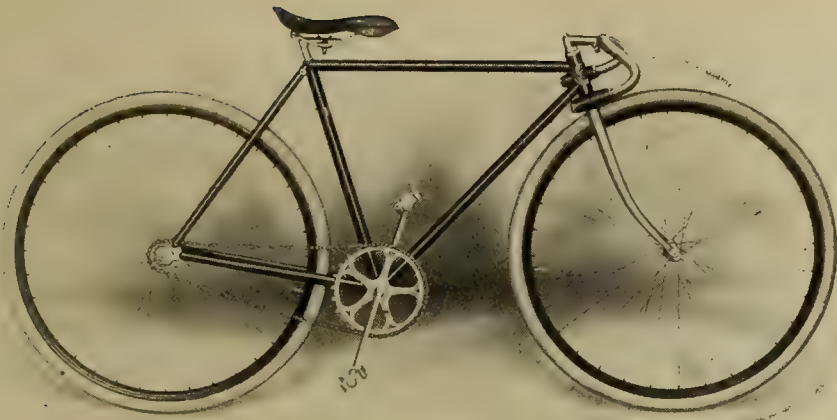


TWO-SPEED GEAR.



COLUMBIA CHAINLESS.

“The bicycle has won for itself a high place among the beneficial contrivances of the age. It has made life for multitudes healthier, happier and better, by bringing to them, through change of scene and diversified physical activity, a more vigorous brain and body, and increased efficiency for the tasks and duties of life. The hours spent with my bicycle I shall always love with pleasure to recall.”—Rev. John W. Simpson, LL. D., ex-president Marietta College, Ohio.



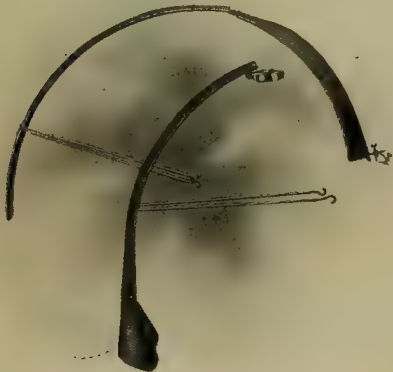
CRESCENT.

been entirely redesigned and lightened, but their finish and equipment are dissimilar. When chain wheels are mentioned and the 1904 Specials of the Eastern department are remarked, the Pope man from the West is apt to swell with pride and suggest that their lines are strikingly or suspiciously like those of the Rambler, Crescent, Monarch and Imperial Boulevardiers of 1903. These Boulevardiers remain the leaders of the re-

vent swaying, of axles, binding bolts and screws with concave heads, and by the eye-letting of all valve holes in the rim. The use of "swell" handle bars, those with one inch centres tapering to seven-eighths inch at the ends, are also featured. The branding of practically every part with the name of the bicycle to which it is applied is also made a characteristic of the Pope Western product; in fact, they appear to have more

"The bicycle conferred upon me two invaluable gifts—it renewed youth. 'Post equitem sedet atra cura' could never have been said of a cyclist; it eradicated pelvic troubles, and for these two reasons I try to induce my patients with 'nerves' and pelvic disorders to get bicycles and by means of improved abdominal circulation and the exhilarating joy the exercise gives, put the earth beneath them."—Mrs. Isabel Haslup Lamb, M. D., Washington, D. C.

"I regard bicycling as one of the most useful of all out of door occupations. It not only furnishes exercise for the muscles, but it occupies the mind, trains the eye and gives frequent occasion for quick decisions. To my mind no out of door exercise is its equal, and anything which can be done toward increasing or restoring its popularity would be a public benefit."—Herbert W. Conn., Ph. D., Professor Biology, Wesleyan University.



RAINY DAY MUD GUARD.

spective lines, and bear plentiful evidence of the touch of the refining hand. The makers signalized the year by abandoning the use of stamped hubs and bearing cups and cones for those of the more expensive Sanderson tool steel, even for the juvenile models, and by the general adoption of cyclodial sprockets, of V-shaped seat posts and saddle clamps of corresponding shape that effectively pre-

individuality and distinctive features of their own, the Rambler being easily the most distinguished of the entire line, its spring fork—a beauty, by the way—its "spear head" outside reinforcements, its "clawed" sprocket that provides its famous direct pull bearings and other exclusive properties placing it in a class apart.

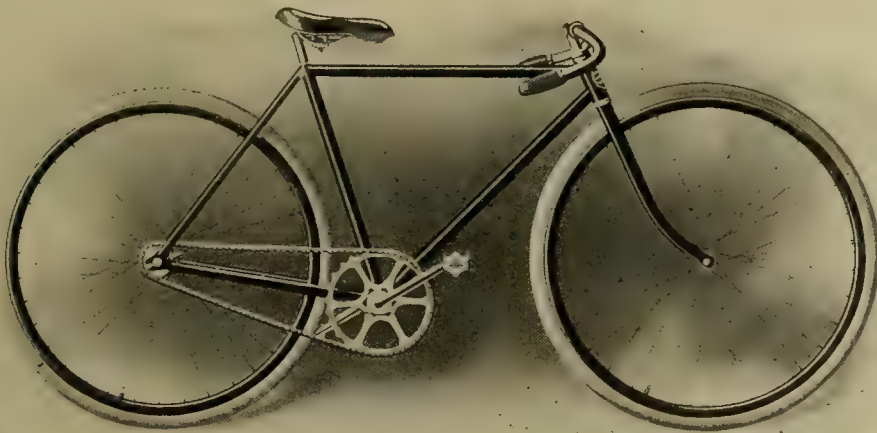


RAMBLER.

"I have seen so many men and women transformed from a condition of semi-invalidism to one of robust health by judicious bicycling that I gladly lend my influence to any movement designed to restore this form of exercise to popular favor. I place bicycling in moderation among the most wholesome out of door pursuits than can be followed by those who wish to live healthy and happy lives."—Lewellys F. Barker, M. D., Professor Anatomy, University of Chicago.

"Frequent, moderate bicycle riding is the best tonic for perpetual youth yet discovered. When young women wake up to this fact we can bid adieu to the term 'old maid.'"—Charles S. Fischer, Jr., A. M., M. D., New York.

"Bicycling has done more for the physical benefit of women than all other exercises put together."—Robert Reburn, A. M., M. D., Dean Medical Department Howard University, Washington, D. C.



CRAWFORD.

Why should it be unworthy of a pulpit to call a bicycle "a means of grace" if its invention reveals God's glories in nature to a million city-begrimed toilers? The favored few cross continents or oceans to see a famous picture or a lovely landscape, but here is a little affair with two wheels and some steering-gear that can show its owner a thousand beautiful nature pictures every year, and, while he is journeying to them, give him at the same time, health and muscle and length of days.—*From a sermon by the Rev. Francis E. Clark, President of the Society of Christian Endeavor, at Cornell University.*



PIERCE CUSHION FRAME CHAINLESS.

Pierce Bicycles.

The name Pierce, as applied to bicycles, has always stood for undeviating adherence to quality. Even in the "boom" days, when the excessive demand carried the trade off its feet and caused "rush" manufacture, the George N. Pierce Co. held fast to its standard; its motto, "Tried and True," therefore really means something. As they themselves express it, "It has never been our aim to see 'how cheap' we can build, but 'how good,' believing that good goods are cheapest." Far sighted in this regard, the Pierce people were not less keen to discern and to welcome and encourage the approach of the demand for comfort. It was indicated by their successively prompt adoption of the bevel gear, the cushion frame, the coaster brake and the spring fork. They were first to produce bicycles combining these several devices as they made their appearance, and in their development and improvement they have always played a leading part. They have not merely adopted them, but have perfected them. The Leland & Faulconer bevel gears, the original successful chainless gearing; the cushion frame, the coaster brake and the spring forks employed on Pierce bicycles are all made in the Pierce factory in Buffalo, and to Pierce ingenuity and manufacturing facilities the cycle trade and cycling public owes not a little. In the Pierce

chainless the centre drive mechanism is employed as obviating any tendency to side play, and insuring direct application of power and smoothness of action. If the Pierce company has been pronounced in its advocacy of the cushion frame chainless, in doing so it has not slighted its chain geared models. As the mount of the three-time professional champion, Frank N. Kramer, and of Marcus L. Hurley, the amateur champion, it has been kept in the public eye and obtained its measure of public favor. With its double plate fork crown, its flangeless hubs and remarkably simple crank axle construction—the left crank and the axle are one piece; the right crank fits on a three sided end, held in place by a conical nut, the cone adjustment being made on the left side by releasing the cone held in place by a screw through the left crank—the Pierce chain bicycle has always deserved and will continue

to deserve and command the attention of discriminating buyers. There have been a number of minor refinements made in the Pierce line, a notable one being the use of an ingenious clamp working on a roller, which is designed to prevent friction and "whipping" of the two blades of spring steel which form the spring forks. Finished in nickel, these spring forks constitute a striking feature, which this year is accentuated by nickeling also the head of the bicycles to which they are applied.

Racycles.

Aggressive and enterprising to a degree, and with a record of increased sales each year since 1896, when they entered the business, and despite the bursting of the "boom" and the talk of the "passing of the bicycle," the Miami Cycle & Mfg. Co., Middletown, O., are usually looked to for unlooked-for achievements of more than passing interest. They did not disappoint the "lookers" this year. Of the new models that made their appearance, their twin tube Racycle is easily the most novel. The frame proper is formed of twin tubes of five-eighths-inch diameter, which are brazed to drop forged connections; the small tubes, working against each other, afford what the makers claim is all the "give" or spring to the frame desired by the average rider. The Racycle spring fork—also a 1904 novelty—with which it is fitted,

"As my wife, four daughters and I all use bicycles and enjoy the healthful exercise, I need say nothing more upon cycling beyond expressing the opinion that by means of bicycles nearly every American has the opportunity to become familiar with a larger area of his own country at the least expenditure of money, an experience which must make him a better and more patriotic citizen."
—Captain B. H. McCalla, U. S. Navy.

harmonizes well with the frame, the whole bicycle forming a very striking and radical appearing mount. The spring forks in themselves are no small departure from the conventional standards. The crown is a steel forging, into which are brazed the four spring steel fork sides, two to each side, the upper half of which is cylindrical in shape, while the lower portion is flattened and tapering; this double construction, it is claimed, obviates all side play.

Good as was the big feature of the Racycle, the crank hanger, it has not escaped the improving hand. The principle remains unchanged, the improvement being in the nature of added convenience of adjustment and detachment. The bottom of the hanger is slotted across its entire width, while the oil

“Not being angels, we have no wings. But the next thing to it—to the expert rider—is the wheel. There is no exercise in the use of the automobile. But the bicycle combines air, sunshine, brooks, trees—all beautiful outdoor things—with tough muscles and new life.”—Rev. Minot J. Savage, D. D., New York.

run 27 per cent easier than other bicycles, and none who has ever tried one can gainsay that the Racycle really is a marvellously and delightfully easy running machine. It is the remark of all who mount it.

In their cushion frame models the Racycle people use the “Double Flexible” device, which is made up of two telescopic car-

Reading Standards.

The Reading Standard Cycle Manufacturing Company, Reading, Pa., which, snatched from failure and upbuilding by a determined and resourceful man with faith in and love of the bicycle in his heart, was more than ever a factor in the business of 1903. It was during last year, too, that the 18½-pound Pace-follower placed a big plume in the Reading Standard cap. Ridden by Harry E. Caldwell, it won 23 out of 26 paced races, and was the first bicycle to be ridden fifty miles in one hour in competition.

Dominated by the same energy and enthusiasm that made these things possible, and with a line of 1904 models in which

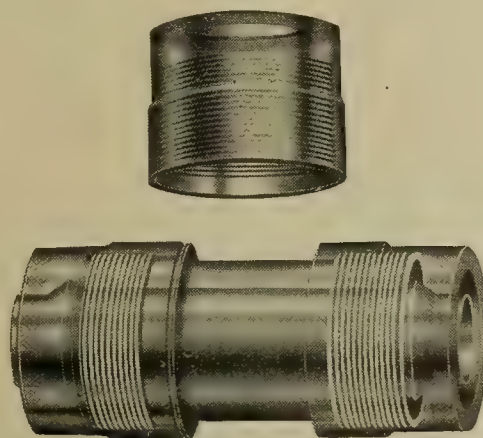


TWIN-TUBE RACYCLE.

sleeve is threaded at both ends, the cups screwing onto the outside of this sleeve instead of, as formerly, into the bottom bracket. With this construction the entire hanger may be removed intact from the frame by merely detaching the cranks and without disturbing the bearings; it also permits of a quick chain line adjustment. It is applied only to the higher priced Racycles. The self-oiling feature is, of course, retained, as also are the big sprockets, front and rear, it being the Racycle contention that such sprockets reduce the strain and wear on the rear forks and bearings. The front sprockets are secured by a lug on the crank forging, which projects entirely through the sprocket. This lug is threaded on the end to receive a lock nut. The flange on the crank hub is also threaded to receive a lock nut. Hence the entire strain is now carried by the lug and flange of the crank forging.

As is now quite generally known, the Racycle crank hanger construction brings the sprocket between the bearings, and not to one side of them, the pull being direct and even and without side strain. The makers, the Miami Cycle & Mfg. Co., Middletown, O., produce most impressive arguments and tests to support their assertion that Racycles

tridges, each containing a spring, the second one to absorb the second recoil from a jolt or jar. The same springs serve riders of all weights, a compression ring being all that is required to impart the necessary and varying tensions.



IMPROVED RACYCLE HANGER.

“There is more exercise, more fresh air per minute, more sport, more tingle of achievement to be had on a good bicycle than in any other form of outdoor life.”—Albert Edward Winship, Lit. D., Editor Journal of Education.

there is no lack of improvement, the Reading Standards are entitled to, and can scarce fail to receive, their full measure of increased attention. The 20-pound racer has been greatly improved over the 1903 model. The wheel base has been shortened by bringing the rear wheel closed to the seat mast and giving less rake to the front fork, making them semi-straight. A new seat post binder is now employed, which dispenses entirely with the bolt used in connection with the expander plug. It is also unique in that it is fitted on the top tube of the frame in front of the seat mast tube, dispensing entirely with the unsightly method of slotting the frame and fitting a clamping bolt through the rear stays. This model is finely finished in the Reading Standard's navy blue finish, with all bright parts nicked. A very handsome effect is produced by the nickel-plating of the fork crown and the enameling of the fork side having a long sabre point finish in nickel through the center.

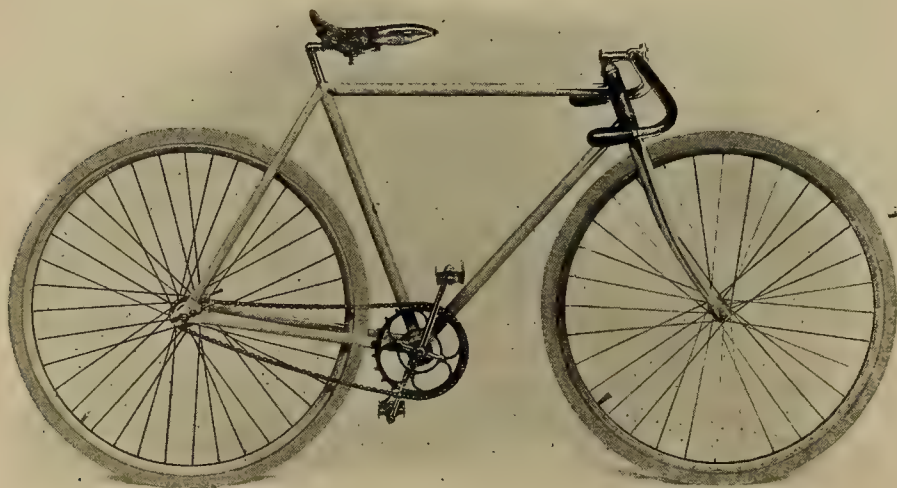
The improvement in the light roadster or road racer is probably more pronounced than in any other model. For a frame with 1½-inch tubing there has been substituted 1-inch tubing. A very handsome design of two plate fork crown has been adopted this



READING STANDARD ROADSTER.

year in place of the three-plate crown used in 1903, and the finish on the fork sides is made to conform to the finish on the 1904 racer, except that the sabre point on the road racer is enameled instead of being nicked. This model has the distinctive Reading Standard seat post binder used on the racer, and by a combination of the highest grade of material and the most skilled workmanship an exceptionally lightweight model is offered for general road work. In both the Racer and Road Racer models the justly famous Thor hubs and Diamond rustless spokes are used, and with the D. & J. two-piece crankhanger, unquestionably the highest grade and most satisfactory obtainable, it is splendid value at the price, \$40.

The Royal Reading is an addition to the line to meet a demand for a \$30 model with one-inch tubing. The Roadster, 24 pounds, at \$25, has also been altered by the substitution of 1-inch for 1½-inch frame tubes, and of ¾-inch rear forks for 7/8-inch, as last year. The use of the Reading Standard crankhanger, which permits the removal of hanger without disturbing the bearings, constitutes another important improvement in this model.



READING STANDARD RACER.

“At the time the bicycle was most popular the statistics of health boards revealed an unusually high condition of public health. Bicycling being one of the most fascinating inducements to outdoor exercise, its benefits to the majority of users are among the certainties of hygienic science.”—R. G. Eccles, M. D., Professor and Dean, Brooklyn College of Pharmacy.

Wolff-Americans and Regals.

“That exquisite something called style” has been a feature of the Stearns bicycle productions ever since the first one was placed on the market. Men whose memories are not dulled will recall vividly the furore created by the Stearns “Yellow Fellow” when it made its appearance. The symmetry, the grace, the style, the “poise,” the



WOLFF-AMERICANS.

details of the machine was so impressive that it was of immediate and lasting effect on the trade. The master minds and master hands that fashioned that semi-revolution have not lost their cunning, as the Wolff-American and Regal bicycles which they are now marketing through the Stearns Bicycle agency of Spracuse, N. Y., amply attest. The same clean-cut and eye-pleasing lines, the same “exquisite something” is still a feature of the Wolff and the Regal, and the refinement has been carried to its culmination in Wolff Premier and the Regal Royal, two new models that have been added to the line for the 1904 season. Both have frames of 1-inch tubing, with tapered outside head joints—a Stearns feature—pinch binder seat brackets, spindle hubs, D. & J. hangers, with 3-inch drop; cyclodial, half-inch pitch sprockets, new roller type chains, Palmer tires and Persons saddles. They

“Exercise in the open air is the surest method of maintaining health. Hence the bicycle, ever ready, never tired, proves the best method by which to insure this. In fact, it is a constant invitation calling one to enjoy its benefits, and which, when properly employed, never fails to give the rider the full value in health.”—William B. Atkinson, A. M., M. D., Editor Public Health.

scale twenty pounds each, and are veritable models “de luxe.”

Excepting the Premier and Royal and the \$35 models, both the Wolff and the Regal lines this year employ an improved two-piece crankhanger, instead of the three-piece design used heretofore. In the improved two-piece type the right crank and crank axle are one piece. The cones are screwed on to the axle, and are held in place by a lock nut and washer. This construction was adopted after



REGALS.

a thorough test, and makes for easy running qualities, strength and neatness in appearance. The Wolff-American line is constructed with its well known eccentric chain adjustment, while on the Regal line a push-back adjustment is used, the same as last season. In the chainlesses the Sager roller gear is retained, and all are characterized by the tapered outside head connection, all other joints being flush with the frame tubes.

In the \$35 models, Wolff-American models 82 and 83 and Regal models C and D is employed the same style three-piece crankhanger as used last season in the high priced models, with inch tubing and flush joints throughout.

“The bicycle has done more to raise the standard of health than any one means for the last half century. The world is better for it.”—T. D. Crothers, M. D., President and Superintendent Walnut Lodge Hospital, Hartford, Ct.



GENDRON.

Gendrons.

One of the concerns which has successfully withstood the vicissitudes of the past half dozen years is the Gendron Wheel Co., Toledo, Ohio. To-day, on the threshold of their seventeenth season, they stand firmly planted on a quality basis, with an earned reputation for their product. “Easy running” Gendrons, the machines have been well termed, and they fully live up to the name.

It has long been the Gendron custom to produce but one grade of machine, and by varying the equipment to offer two different priced models, styled respectively the Gendron and Reliance. This custom is continued, the 1904 line comprising two machines of each model—divided equally between diamond and drop frames. There are but four points of difference between the Gendron and the Reliance—the latter being fitted with cheaper tires, chains, pedals and saddles, and the price being \$5 less than for the Gendron, i. e., \$35, as against \$40.

The Gendron two-piece crankhanger is fitted, and the frame is made of 1-inch tubing, with flush joints and ample reinforcements. The regular frame size is 22-inch, with options on 20-inch and 24-inch. Expander fastenings for seat post and handle bar—the latter being adjustable—are fitted, and a choice of black or royal blue finish is given.



GENDRON.



NATIONAL SPECIAL.

Nationals.

Asked which was their leading model, the National Cycle Mfg. Co., Bay City, Mich., are on record with this reply: "All National models are leading models. They are all equally good; the various styles appeal to different riders." This "all leaders" line is made up of these models: Two \$40 roadsters, weight, 22 pounds; two \$50 cushion frame chain wheels, weight 28 pounds; two \$80 cushion frame chainless, weight 28 pounds; a \$50 path racer, weight 22 pounds; a special racer, weight 19 pounds, without tires.

"Good bicycles only" has been the religion of the National company. They have preached it and pursued it, and have really produced more than good bicycles; Nationals are as featureful as they are good. The crank hanger, complete in itself and independent of the frame; the scroll chain adjuster, the seat post binder and the positive sprocket fastening, all these are exclusive and time tried National features, and contribute to the distinctiveness of the line. The year 1904 has been signalized by the production of a spring fork of original and ingenious design. The mechanism is simple, being made up of a double crown and two counter-acting springs which are contained in the fork stem. It is comparatively light, weighing only four ounces more than the regular fork, and entirely absorbs the jar of the front wheel when riding over rough roads. The National people lay stress on the fact that this fork was adopted in preference to one of flattened spring steel, one of which the company evolved and tried as early as 1893. The chainless National, which employs roller gears, is retained, and has been considerably refined and lightened. The makers believe them to be now the lightest chainless on the market.



NATIONAL CHAINLESS.



YALE ROADSTER.

Eagles.

For sixteen years the Eagle Bicycle Mfg. Co., Torrington, Conn., has been turning out bicycles, and during nearly all that time they have succeeded in producing goods which were departures from the conventional. Of recent years the Eagle "quad stay" and the Eagle "patent frame" have been the chief exponents of this practice, and the former, especially, has proved a splendid seller.

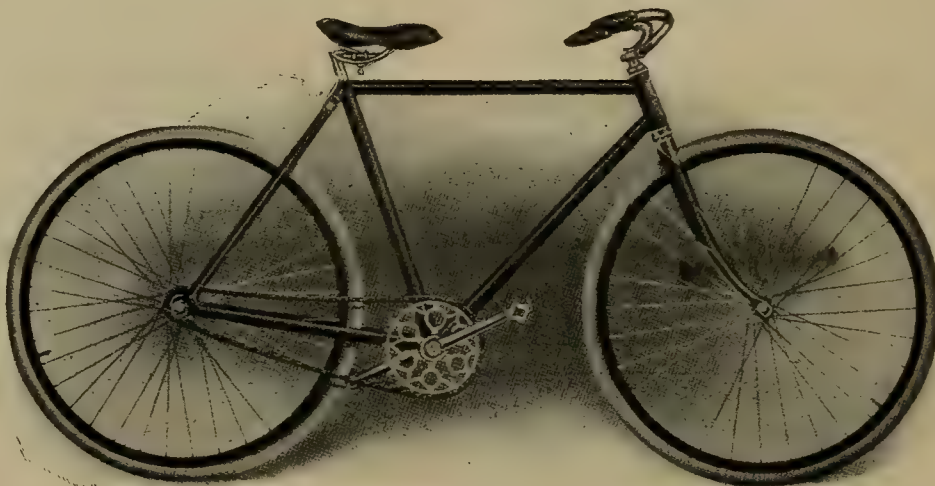
The 1904 Eagle line consists of a "quad stay" racer and roadster, a "patent frame" roadster and two "specials," one for each sex. The "quads" list at \$50 and \$40, respectively, the "patent frame" at \$35 and the two "specials" at \$25 each.

The "quad stay" method of construction was brought out five years ago. The lower stays are four in number, instead of two—two on each side, one above the other, close together at the rear fork ends and branching slightly near the crank hanger. This method of construction is claimed to possess two distinct advantages—lightness and greater strength and rigidity, the latter insuring the alignment of the sprocket wheels at all times. The "patent frame" also has good talking points. The frame joints are made by a mechanical process, and can be readily taken down, insuring convenience in shipment and effecting great economy in replacements in case of breakage. This model is now put out as a marked reduction, the 1904 list being \$35. At this popular price the machine is justly regarded as a splendid proposition.

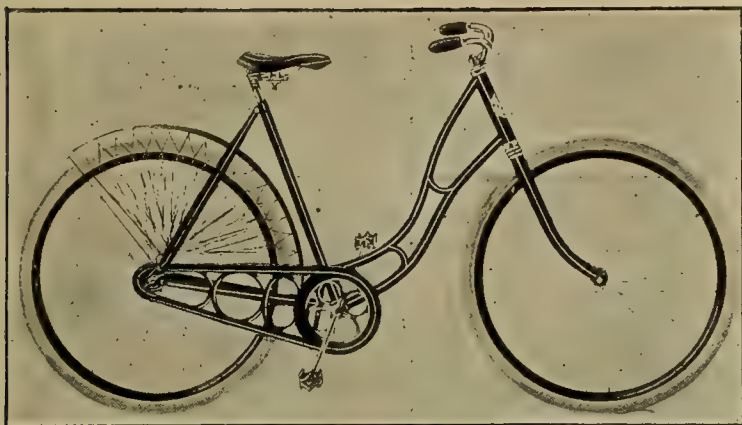
"The bicycle is the best of tonics. Judiciously used, it produces a blissful unconsciousness of nerves, stomach and liver, and by bringing man back to nature and nature back to man, makes superfluous the question, 'Is life worth living?'"—Rev. George C. Chase, D. D., LL. D., President and Professor Psychology and Logic, Bates College.

"An experience of more than six years of bicycling finds me more than at the beginning an advocate of the bicycle. When the weather is good I would much rather use my wheel than my buggy in the performance of my official duties in visiting the city schools. After a day pent up in an office, I know of nothing more refreshing and exhilarating than a half hour's 'spin' on one's wheel through pleasant streets and parks."—J. C. Lattimore, M. S., Superintendent Waco (Tex.) Public Schools.

"I learned to ride a bicycle in sixty minutes, when I had reached my sixtieth year. I have used a wheel six years with great pleasure and physical benefit. I hope the general use of bicycles may be continued and increased."—Edward M. Gallaudet, Ph. D., LL. D., President Gallaudet College for the Deaf, Washington, D. C.



EAGLE WITH MECHANICAL JOINTS.



LADIES' YALE LIGHT ROADSTER.

Yales and Snells.

Few bicycles have approached the present season with as little change as the Yale and Snell lines. So thoroughly were they brought up to date in 1903 that their makers, the Kirk Mfg. Co. and the Snell Mfg. Co., of Toledo, Ohio, have deemed change unnecessary and improvement scarcely possible. They have, therefore, contented themselves with the production of an entirely new popular priced model for each line, and present the remaining Yale and Snell machines practically unchanged.

The roadster Yale model, as the popular priced machine referred to is styled, lists at \$30, and is constructed of 1-inch tubing, with flush joints and a two piece crank hanger. It is furnished in four heights of frame—20 inches, 22 inches, 24 inches and 26 inches. The remaining Yale models are the cushion frame, the racer and Pace Follower, each listing at \$50, the light roadster at \$35 and a line of juvenals.

The Snell line exactly duplicates the Yale, both in models and prices.

"The wheelwomen who bicycle for pleasure, who ride not in an attempt to pile up centuries, but sensibly and temperately, have struck a beautifying process that discounts all the philters and magic secrets ever revealed to the sex."

—Harriet Hubbard Ayer.

"Many chronic sufferers have been fully restored to health by adopting a life in the open air and taking plenty of active exercise. There is possibly no form of exercise more exhilarating and beneficial than that of bicycling, and no other that I know, when used judiciously, has cured so many chronic ailments."

—J. C. Mitchell, M. D., President Ontario (Canada) Medical Association.

"I thoroughly approve of bicycling among other out of door exercises. Many a delicate boy or girl under bicycling has become a new being, taken on new life, new health and new strength. I have tested the truth of the above so many times in my practice that I often fear I may recommend such exercise too frequently; but I do not know that I ever have."

—D. S. Kellogg, A. M., M. D., Plattsburg, N. Y.

"With the first class bicycles at present low prices, the sensible people of America ought to see to it that bicycling has come to stay. The health and happiness of the average man will certainly be enhanced by letting what was once a fad become a homely custom."

—Rev. J. G. Merrill, D. D., President Fisk University, Nashville, Tenn.



NATIONAL ROADSTER.

Secret of One Man's Success.

The late Joseph Banigan, who started life as a mixer in a rubber mill at \$1.25 a day and no "overtime," and who became one of the wealthiest rubber manufacturers in America, once told in strict confidence the following personal experience:

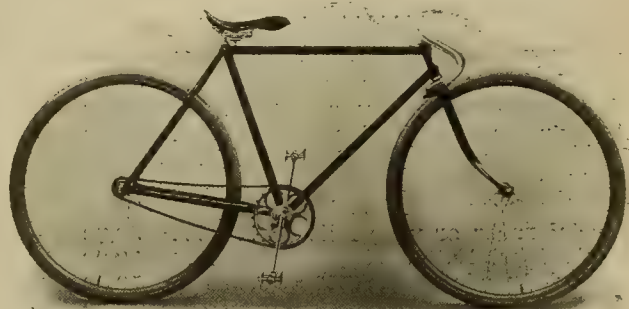
"When I was a grinder man there was a man worked beside me who was a natural born organizer and politician. He had great ideas about the rights of the working man, and proved to me over and over again that no capitalist could exist if it was not for labor; that it therefore followed that the laborer should have more to say about what he did, that he should work fewer hours, get better pay, and in fact, be a sort of partner of the boss. One of the particular ideas was that a mill man should work only at mixing and warming, that a man who ran a calender should not be asked to do anything else. If a man was put on the heel press, he should stay there at full pay, even if the press was idle, and not be required to sort lasts, or help in the varnish room. His ideas got a strong hold on me until I talked them over with my mother. She soon put a 'bee in my bonnet.'

"Joseph," said she, 'do any blessed thing the boss tells you. If you stay on the mixing mill, a dollar and a quarter a day is all you will earn, and all you will get, till the day of your death. Learn to do everything. Stay in the factory till morning if necessary, and you will get more money and may be boss yourself some day.'

"That was the turning point in my career," said Mr. Banigan. "I simply took hold of every job and mastered it, and in time became, as you know, fairly successful."



QUAD-STAY EAGLE.



NATIONAL RACER.

THE PRICES THAT PREVAIL.

Columbia.

Name.	List price.
Chainless, cushion frame and fork two speed, coaster brake, men's....	\$100.00
Chainless, cushion frame and fork two speed, coaster brake, ladies'...	100.00
Chainless men's.....	75.00
Chainless, ladies'.....	75.00
Columbia Superb, men's.....	60.00
Cushion frame, men's.....	60.00
Cushion frame, ladies'.....	60.00
Light roadster, men's.....	50.00
Light roadster, ladies'.....	50.00

Hartford.

Roadster, men's.....	\$35.00
Roadster, ladies'.....	35.00

Vedette.

Roadster, men's.....	30.00
Roadster, ladies'.....	30.00

Rambler.

Chainless, spring fork, two speed, coaster brake, men's.....	\$85.00
Chainless, spring fork, two speed, coaster brake, ladies'.....	85.00
Chainless, men's.....	65.00
Chainless, ladies'.....	65.00
Cushion frame, men's.....	50.00
Cushion frame, ladies'.....	50.00
Boulevardier, men's racer.....	50.00
Roadster, men's.....	40.00
Roadster, ladies'.....	40.00

Ideal.

Roadster, men's.....	\$30.00
Roadster, ladies'.....	30.00
Juveniles.....	\$20, \$22.50 25.00

Racycle.

Twin Tube Pacemaker.....	\$70.00
Cushion Pacemaker, with coaster brake.....	70.00
Rigid Pacemaker, with coaster brake.....	60.00
Cashion Roadster.....	60.00
Racer.....	55.00
Rigid Roadster.....	50.00
Cushion, ladies'.....	50.00
Cushion Roadster.....	50.00
Rigid, ladies'.....	40.00
Rigid Roadster.....	40.00
Roadster.....	35.00
Juvenile (boys).....	\$20, \$22 25.00
Juvenile (girls).....	\$22, \$23.50 25.00

Cleveland.

Chainless, cushion frame and fork, two speed, coaster brake, men's....	\$100.00
Chainless, cushion frame and fork, two speed, coaster brake, ladies'....	100.00
Chainless, men's.....	75.00
Chainless, ladies'.....	75.00
Cleveland Swell Special, men's.....	60.00
Cushion frame, men's.....	60.00
Cushion frame, ladies'.....	60.00
Light Roadster, men's.....	50.00
Light Roadster, ladies'.....	50.00
Roadster, men's.....	40.00
Roadster, ladies'.....	40.00

Westfield.

Roadster, men's.....	\$30.00
Roadster, ladies'.....	30.00

Pierce.

Chainless, cushion frame, men's.....	\$80.00
Chainless, cushion frame, ladies'.....	80.00
Cushion frame special, men's.....	60.00
Cushion frame special, ladies.....	60.00
Cushion frame regular, men's.....	50.00
Cushion frame regular, ladies'.....	50.00
Special racer or pace follower.....	50.00
Men's Special.....	50.00
Ladies' Special.....	50.00
Men's Regular.....	40.00
Ladies' Regular.....	40.00

Spring fork and coaster brake, \$5 each.

National.

Chainless, cushion frame, men's.....	\$80.00
Chainless, cushion frame, ladies'.....	80.00
Chainless, men's.....	70.00
Chainless, ladies'.....	70.00
Pace follower.....	60.00
Cushion frame, men's.....	50.00
Cushion frame, ladies'.....	50.00
Racer.....	50.00
Roadster, men's.....	40.00
Roadster, ladies'.....	40.00

Reading Standard.

Pace follower.....	\$60.00
Racer.....	50.00
Road racer, men's.....	40.00
Light roadster, ladies'.....	40.00
Roadster, men's.....	25.00
Roadster, ladies'.....	25.00

Yale and Snell.

Cushion frame, men's.....	\$50.00
Cushion frame, ladies'.....	50.00
Racer.....	50.00
Pace follower.....	50.00
Light roadster, men's.....	35.00
Light roadster, ladies'.....	35.00
Roadster, men's.....	30.00
Roadster, ladies'.....	30.00
Juveniles.....	\$20, \$22 25.00

Eagle.

Quad stay racer.....	\$50.00
Quad stay roadster.....	40.00
Mechanical frame roadster.....	35.00
Special roadster, men's.....	25.00
Special roadster, ladies'.....	25.00

Tribune.

Chainless, cushion frame and fork, two speed, coaster brake, men's....	\$100.00
Chainless, cushion frame and fork, two speed, coaster brake, ladies'...	100.00
Chainless, men's.....	75.00
Chainless, ladies'.....	75.00
Blue Streak Special, men's.....	60.00
Cushion frame, men's.....	60.00
Cushion frame, ladies'.....	60.00
Light roadster, men's.....	50.00
Light roadster, ladies'.....	50.00
Roadster, men's.....	40.00
Roadster, ladies'.....	40.00

Stormer.

Roadster, men's.....	\$30.00
Roadster, ladies'.....	30.00

Monarch.

Chainless, spring fork, two speed, coaster brake, men's.....	\$85.00
Chainless, spring fork, two speed, coaster brake, ladies'.....	85.00
Chainless, men's.....	65.00
Chainless, ladies'.....	65.00

Cushion frame, men's.....	50.00
Cushion frame, ladies'.....	50.00
Boulevardier, "bicycle de luxe".....	50.00
Light roadster, men's.....	40.00
Light roadster, ladies'.....	40.00
Roadster, men's.....	30.00
Roadster, ladies'.....	30.00
Juveniles.....	\$20, \$22.50 25.00

Crescent.

Chainless, spring fork, two speed, coaster brake, men's.....	\$85.00
Chainless, spring fork, two speed, coaster brake, ladies'.....	85.00
Chainless, men's.....	65.00
Chainless, ladies'.....	65.00
Boulevardier.....	50.00
Cushion frame, men's.....	50.00
Cushion frame, ladies'.....	50.00
Light roadster, men's.....	40.00
Light roadster, ladies'.....	40.00
Roadster, men's.....	30.00
Roadster, ladies'.....	30.00
Juveniles.....	\$20, \$22.50 25.00

Crawford.

Special, men's.....	\$40.00
Light roadster, men's.....	35.00
Light roadster, ladies'.....	35.00
Roadster, men's.....	30.00
Roadster, ladies'.....	30.00
Juveniles.....	\$20, \$22.50 25.00

Wolff-American.

Chainless, men's.....	\$75.00
Chainless, ladies'.....	75.00
Wolff Premier.....	60.00
Spring frame, men's.....	50.00
Spring frame, ladies'.....	50.00
Racer.....	50.00
Special, men's.....	40.00
Special, ladies'.....	40.00
Roadster, men's.....	35.00
Roadster, ladies'.....	35.00

Regal.

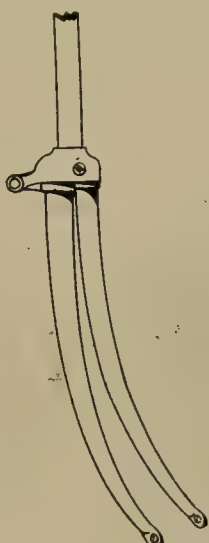
Chainless, men's.....	\$75.00
Chainless, ladies'.....	75.00
Regal Royal.....	60.00
Spring frame, men's.....	50.00
Spring frame, ladies'.....	50.00
Racer.....	50.00
Special, men's.....	40.00
Special, ladies'.....	40.00
Roadster, men's.....	35.00
Roadster, ladies'.....	35.00

Gendron.

Roadster, men's.....	\$40.00
Roadster, ladies'.....	40.00

Reliance.

Roadster, men's.....	\$35.00
Roadster, ladies'.....	35.00



COLUMBIA



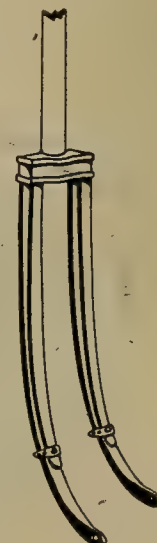
RAMBLER



RACYCLE



NATIONAL



PIERCE

THE SPRING FORKS OF 1904—EACH FURNISHED AT \$5 EXTRA.

THE COASTER BRAKE

• • The invention that has mightily increased the enjoyment of cycling. • •

Why any many or woman who rides a bicycle for other than racing purposes should ride one not fitted with a coaster brake is absolutely incomprehensible. Of all the devices applied to bicycles since the adoption of pneumatic tires, none has contributed half so much zest, or variety, or exquisite enjoyment. It is not too much to say that whoever rides a bicycle without a coaster brake is not obtaining the full pleasure of cycling.

To the undoubted charm of rhythmic motion the coaster brake adds the delight of the glide. It affords not only rest, but it breaks the monotony of pedalling and actually saves the muscular and nervous energy wasted in pedalling or back-pedalling down hill, and to many riders this exertion is trying in the extreme.

It is, however, the glorious coasts that the coaster brake renders possible that is its chief delight. The young and the old of both sexes know the magnificent exhilaration of sledding down the frozen slope, and it should be enough to say that the sensation

of coasting downhill on a bicycle with the feet at rest on the pedals is closely akin—and no ice-covered surface is required for the indulgence. It is possible at all seasons. The joy of it must be experienced to be appreciated. It is almost beyond description, and, the pleasure of the coaster brake, it may be added, is not less that the sense of security it affords. It has contributed not only pleasure but safety to cycling. The merest backward pressure on the pedals instantly applies the brake, the force of the application being graduated by the pressure. A quick stop or a slow one is ever at the immediate command of the rider.

Possessed of such splendid virtues and contributing so much to the joy and well being of cyclists if ultimately the coaster brake does not come into universal use, as has the pneumatic tire, it will be strange, indeed. So far as you are concerned, if you have not a coaster brake, get one; if you are about to purchase a new bicycle see to it that it has a coaster brake. Let no man dissuade you.

The Morrow.

To the Morrow and its makers the cycling public of the whole universe is indebted for such a wealth of pleasure that the debt never can be more than partly repaid. It is to the persistency of the Eclipse Machine Co., Elmira, N. Y., that the coaster brake owes its existence. When they first produced the Morrow it was laughed to scorn. For several years none but themselves would accept it seriously. But to-day it is a different story. In the greatly improved form in which

place the mechanism. In the latter the worm or screw and the wedge are utilized, giving a simple yet positive and reliable action in both coasting and braking. The device coasts on balls, and the application of the wedge principle brings into action a brake sufficiently strong to bring the machine to a stop on the steepest hill.

A case, or sleeve, $1\frac{5}{8}$ -inches in diameter and $2\frac{1}{4}$ -inches long, is expanded from the right hand end to lock or wedge the sprocket wheel and permit pedalling, and from the left hand end to apply the brake. Contact is had over its entire surface while braking, and tremendous effectiveness is obtained with the application of but slight power.

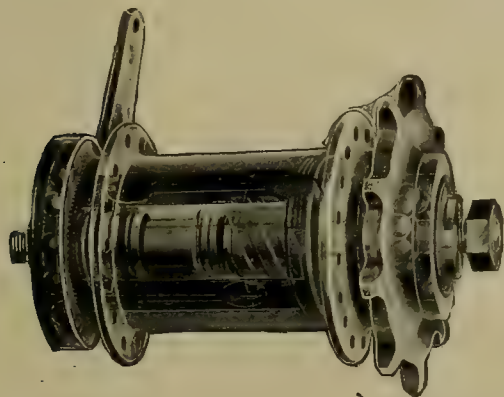
One end of the spindle that carries the sprocket has a spiral or screw. Mounted on this spiral is a nut with double wedges on each end, which mate with a split ring that is inclosed in the case, which rotates with the hub. This case has a lateral movement, and is split on one side and expanded right into the hub by the action of wedges in the split ring. In this position the case is locked fast to the shoulder of the spiral, thereby taking all pressure from the balls and enabling the rider to pedal forward. Reversing this movement, the nut enters a stationary case with a corresponding split ring, and the wheel coasts. Continued pressure applies the brake through similar wedges on the outside of the case, which expands a brake sleeve. This brake sleeve is a whole, but slotted from both ends, where wedges moving in opposite direction cause the sleeve to expand equally over a large area, thereby allowing the rider to secure plenty of braking capacity with but little power.

The taper design for a brake sleeve has been abandoned, a straight friction being substituted, covering a large surface that in-

dures great durability, safety and ease of operation at all times. The brake arm is opposite the sprocket side, and is held stationary by being clamped to the frame in the usual manner.

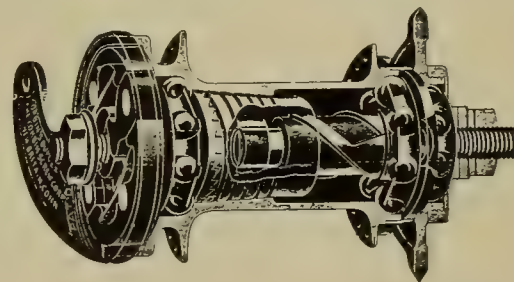
Corbin-Duplex.

No coaster brake has worn better or proved more satisfactory than the type represented by the Corbin Duplex. Its makers, the Corbin Screw Corporation, New Britain, Conn., have had a long and varied experience in the production of metal specialties, and it is a foregone conclusion that anything turned out by them would be of a high standard of



it appears for 1904 it is heeded on every side, and is worthily sustaining the reputation that it so richly earned. Its new design and construction are of the most approved modern type, giving a maximum of efficiency with a minimum of weight and complexity, and represents the lessons of the most ripened experience.

As the illustration clearly shows, the 1904 Morrow is handsome to look upon, conforming in outward appearance to the standard pattern of barrel hub, only the brake arm indicating that a coaster brake mechanism is embodied in it. The hub barrel is of generous size, providing ample room in which to



excellence. The Corbin Duplex has won an enviable position among coasterbrakes, both for its excellent design and sound construction, these assuring a positive action and entire reliability.

The appearance of a machine is in no wise altered by the fitting of a Corbin coaster brake. The device is proof against sticking or binding, and the brake is released without the "kick off" so frequently required with other brakes. The wheel can be run backward as well as forward, and the hub is easy to assemble and adjust, the two sets of bearings being fitted with ball retainers.

The mechanism of the device is shown in the accompanying sectional cut. When the

rider pedals forward the sprocket revolves, varying with it the driver to which it is attached. The clutch, which is partly cut away in the illustration, travels along the driver upon the threads shown, and when the driver is rotated forward by pedalling the clutch is drawn into frictional contact with the hub shell, thus driving the hub forward through power applied to the pedals.

When coasting the pedals are stopped, and through the chain the sprocket and driver and the clutch are held against rotation, the hub continuing to revolve through the momentum of the wheel. The relative action of the parts move the clutch to the left, out of contact with the hub shell and into engagement with the teeth on the brake clutch, the teeth of which are shown engaged with the teeth of the clutch.

The wheel will now coast freely while the feet remain stationary on the pedals. In applying the brake the rider presses slightly upon the rear pedal, the clutch is engaged with the teeth of the brake clutch, which presses against the levers in the brake cap, which open the brake shoes in a parallel movement into frictional contact with the interior surface of the brake drum, which retards the speed or stops the wheel, according to the amount of pressure applied.

When the pressure is removed the springs bring the brake shoes back into position automatically. Then the brake is off and the rider coasts or pedals ahead at will.

The Thor.

For considerably more than a decade the word "Thor" has stood for whatever was best and most mechanical in bicycle construction. The product of the Aurora Automatic Machinery Company, Aurora, Ill., the makers of the Thor specialties, occupies a unique position, the name being, indeed, almost a synonym for perfection. When, therefore, the concern placed its coaster brake on the market, an article of unusual merit was looked for, and this expectation has not been disappointed. The device quickly won its place among coaster brakes of recognized merit, and has found a place on a large number of high class machines.

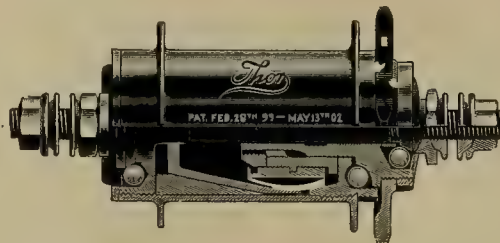
The Thor coaster brake hub is so designed as to present the appearance of the regulation barrel hub. The construction is of the well known worm type, with a brake shoe of large surface area and ample power. The hub coasts on a separate set of ball bearings, and there is absolutely no mechanical action based on either ball, roller clutches or pawls. The braking strain does not affect the ball bearings, but is confined between the brake shoe and the plain surface of the ball cup.

The general construction is not only simple and allows an ample factor of safety, but is actually several hundred per cent stronger than required for the most severe strain that it may be subjected to.

The method of operation is indicated by the accompanying illustration. The sprocket

operates through a driving sleeve, and is practically solid with the worm screw shown. In pedalling forward the worm sleeve is drawn into the taper of the ball cup, making a perfectly non-slipping clutch. In coasting the worm sleeve is automatically released and carries the brake cone while the hub shell runs free on the bearings.

In applying the brake by back pedalling the worm sleeve is pressed against the brake cone, which in its turn applies the pressure

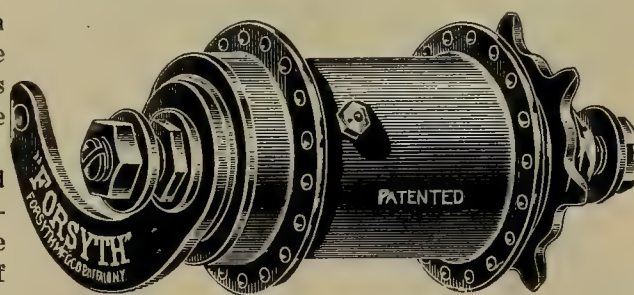


against the brake shoe. The left ball cone, being held stationary by a lever, prevents the brake cone from revolving, and with the ample brake surface provided gives an effect flexible to the touch and with abundant braking power.

The flat springs and blocks being well protected with very small action held very securely in the worm sleeve makes the action of driving forward, coasting and braking absolutely positive and instantaneous. The ball retainer rings also act as dust protectors and will confine the oil within the hub.

The Forsyth.

At the first appearance, nearly three years ago, of the Forsyth coaster brake, manufactured by the Forsyth Mfg. Co., Buffalo, it created a good impression by reason of its simplicity and adherence to principles accepted as standard in the bicycle trade. That impression was confirmed by actual tests of the device, and has never been shaken since. Constant use has merely served to make it



increasingly plain that it was an eminently practical device, free from frills and well adapted to the severest kind of usage.

The hub which contains the coaster brake is of the regulation barrel type, and the device is so constructed that all adjustments can be made without removing the wheel from the frame. The change from forward to backward pedalling, and vice versa, is accomplished without any of the backlash which is such an annoyance in some coaster brakes of the worm type. No matter how much pressure is applied to the pedals, there is no wedging, the pedals releasing instantly

the pressure is removed, and the coaster coming into play without it being necessary to give that kick backward that so many riders object to. The device coasts on balls, thereby entirely obviating friction to such an extent that the valve stem will balance the wheel when lifted off the ground.

When the machine is being driven the sprocket rotates forward and carries with it the driver; the thread on the latter causes a nut to move to the right and into locking arrangement with the taper of the hub case, which, being secured to the hub shell, causes the wheel to revolve forward without friction other than that of its bearings.

When it is desired to coast the pedals are held so that they cannot rotate; the momentum of the hub shell then causes a nut, by reason of being in locking engagement with taper of the hub case, to move to the left and into locking arrangement with the taper of braking hub, and the hub shell, being thereby released from all friction, coasts absolutely free on its bearings. In action of braking, by back pressure on pedals, the driver rotates backward, moving the nut still further to the left, carrying with it the braking plug, with which it is always in locking engagement, away from shoulder on axle and into friction engagement with the braking shoe and compressing spring. When the back pressure on the pedals is removed the spring immediately carries the braking plug out of engagement with the braking shoe, returning it to the shoulder on the axle, when the brake is in its original coasting position.

One very vital and commendable feature of the Forsyth is its adjustability. Its construction permits of its being adjusted exactly as a bearing is adjusted, and without need of removing the wheel from the frame or disassembling the mechanism in any manner.

The present season's model is now turned from the solid stock, which gives greater strength and imparts a more finished appearance than when, as formerly, the hub was built up of tubing.

The Pope.

So satisfactory did the Pope coaster brake prove when first introduced on the Columbia several years ago that the construction of the coaster part of it remains practically unchanged. The tire brake originally used in connection with the device was early replaced by a hub contained construction of the expanding split ring type. In this improved form it has entered into extensive use, it being not only employed on the entire Pope line, chainless as well as chain machines, but on machines of other makes.

For 1904 the Pope coaster brake construction employs drop forging in all its essential parts, thus giving increased strength and reliability. Its clean cut lines and generally pleasing appearance is testified to by the accompanying illustration. Of the familiar barrel pattern, it is compact in outline and simple and positive in action. A separate pair of ball bearings is provided, upon which the coasting hub runs with a practical ab-

sence of friction. Four 7-32-inch balls are placed in an equal number of pockets drilled in the left hand side of the driving hub. By means of an oscillator, having corresponding pockets, these balls are brought into the proper position to form a clutch when the act of forward pedalling takes place, thus locking the driving and the coasting hubs firmly together and driving the machine forward. The stoppage of forward pedalling releases the balls and unlocks the two hubs, permitting the outer or coasting hub to revolve while the inner or driving hub remains stationary. The presence of these four balls, of course, prevents the machine from being run backward.

The expanding split ring operates as a brake in the customary manner. The ring or brake shoe is split into five pieces, and both it and the drum are of generous size, affording plenty of surface, that essential of effective braking. The arm or lever is fastened to the frame tube by a band clip.

An important feature of the brake shoe is the provision for adjustment. A small washer is furnished for use if the shoe should, after long and severe use, wear so that it would not "bite" sufficiently. This washer is inserted between the sections of the shoe, a screwdriver or other instrument being used to separate them sufficiently to permit the washer to be slipped in between them.

Celebrated Its 25th Anniversary.

Last Saturday night the Massachusetts Bicycle Club celebrated its twenty-fifth anniversary by a banquet at the club's house, on Massachusetts avenue, Boston.

The event was the occasion of a joyous reunion between many old-time riders of the early eighties, when the high wheel was the vogue and some of them had not seen each other for a dozen or fifteen years. Several of the founders of the club were among those present, including Edward W. Pope, the first captain, and Albert S. Parsons, the first vice-president. Colonel Albert A. Pope, who was the first president of the club, sent a letter of regret. The present president, E. W. McGlenen, was unavoidably absent, owing to illness, and in his place, Vice-President A. W. Bowser ably filled the place of toastmaster.

Speeches were made by E. W. Pope, Albert S. Parsons, C. F. Joy, C. C. Ryder, Jack Fecitt, Abbott Bassett, Arthur K. Pack and Alonzo D. Peck, who has been captain of the club for the last eighteen years. Music was furnished by the Massachusetts Choral Society, which is a part of the Massachusetts Bicycle Club.

According to my observation, half the miseries of life, physical, moral, religious, come from lack of free air and exercise. All success therefore to the bicycle!—Rt. Rev. William H. Hare, D. D., S. T. D., LL. D., Protestant Episcopal Bishop, Missionary District, South Dakota.

CHAMPION OF THE ROAD

Charles Mock has Fairly Earned the Title—His Many Splendid Performances.

Charles Mock, of New York City, who is shown in characteristic attitude in the accompanying picture, has proven himself to be the most consistent road racer in this country. Mock is a plumber by trade, and a member of the Century Road Club of America. He is twenty-eight years old, is



CHARLES MOCK.

5 feet 8 inches in height, and weighs 150 pounds. Despite the fact that he is very near sighted, he has been almost free from accidents.

It is claimed for Mock that he was started in and won more road races and long distances contests than any other American cyclist. He has been "at it" for seven years, and during 1903 won twelve firsts and two seconds. One of his best performances was his 100-mile record ride on the first day of last November. He was paced by motor bicycles, and his time was 4 hours 25 minutes and 45 seconds. The course was on Long Island from Springfield to Hicksville, a distance of twenty-five miles and return. The course was covered twice.

He rode at a very even pace for the 100

miles, his time for each twenty-five miles being as follows: 1 hour 2 minutes; 1 hour 5 minutes; 1 hour 8 minutes, and 1 hour 10 minutes, 45 seconds.

Mock rides a bevel geared chainless Columbia. The machine he uses weighs about twenty-four pounds, or only an ounce more than the chain wheel he formerly used.

His best records are as follows:

November 1, 1903—100 miles, paced (motor) 4 hours 25 minutes 45 seconds.

October 4, 1903—100 miles, competition, 4 hours 51 minutes 55 seconds.

August 26, 1899—200 miles, paced, 11 hours 26 minutes 30 seconds.

August 26, 1899—12 hours, paced, 209 miles 964 yards.

August 26-27, 1899—300 miles, paced, 18 hours 22 minutes 30 seconds.

August 26-27, 1899—24 hours, paced, 397 miles 169 yards.

August 26-27, 1899—400 miles, paced, 25 hours 6 minutes 30 seconds.

July, 1899—200 miles competition, 13 hours 11 minutes.

Robbins's Remarkable Tandem Trick.

A. D. Robbins, who bills himself as "the famous Canadian trick rider," has just added to his repertoire an act that is not short of the sensational.

He uses a tandem, and after acquiring momentum and while still astride it, throws the machine on its "haunches," and while riding in this position, the front wheel being, of course, high in the air, he climbs successively from the rear seat to the front one, and finally on to the head of the machine, where, seated on the handle bar and facing forward, he rides "hands off," and in that attitude, as a "finale," he spins the big machine around on its rear wheel like a top.

It is both a startling and difficult feat and has not yet been shown in public. Robbins has been practicing it in M. L. Bridgman's bicycle store on West Sixtieth street, this city, and has there given a number of private exhibitions. Robbins this fall followed a vaudeville circuit in this country, but has spent most of his time abroad, where he has amassed a snug fortune of \$25,000 or \$30,000. He sails for "the other side" next week and will there make his first public appearance in this remarkable tandem act.

Italian Wins Long Race in Paris.

Muller, an Italian pace follower, won the 1,000 kilometre (621 miles) contest on the Velodrome d'Hiver indoor track in Paris. Petit-Breton, who was a contestant in the recent six day race in Madison Square Garden, and Georget, were the favorites of the spectators, but weakened themselves by constant sprinting during the first six hours of the contest. Petit-Breton dropped out of the race after riding for eight hours, and Georget had enough in the nineteenth hour, when he also retired. Muller had been riding at a steady pace and won easily in 29 hours 15 minutes, which was very good time, when it is remembered that only human pace was used.

THE TIRES OF 1904

Though a comparative newcomer, the Continental Rubber Works, Erie, Pa., lacks nothing. The men who conduct its affairs and are responsible for its productions are old and experienced tire makers, and have at their command a new and commodious plant, equipped with the most modern machinery and appliances known to rubber manufacture. Their products are in keeping with the plant and the men's reputations.

Two tires which they have brought out go far to disprove the old assertion "there is nothing new in tires." One of these is a single tube style, the other is a double tube. The single tube is made of continuous layers of fabric, and is moulded in a true circle. The process used does away with the necessity of splicing, and the walls of the tire are of the same thickness all the way around. The double tube is made without the use of a separate inner tube, the casing being treated to hold an internal pressure while the tire is being vulcanized. The casing is built in a circular form, and is constructed without splicing, thus avoiding the unevenness which is unavoidable when splicing is necessary.

Their single tube is made in three styles—No. 20, special roadster; No. 30, roadster, and No. 10, regular roadster, and the Liberty, an unguaranteed medium priced tire. There are two double tube styles, the No. 80, an extra quality type with heavy cover and tread, and the No. 60, a roadster. They also make the Liberty, an unguaranteed double tube type, and juvenile tires in both double and single tube styles.

The Milwaukee Puncture Proof tire, the one tire of that variety that survived the "slump" that followed the boom, is also included in the Continental productions.

The Fisk Rubber Co., of Chicopee Falls, Mass., has brought out one entirely new tire for the 1904 season, which they call the "44." It is a single tube tire, as are all of the others made by the company, and constructed with a raised tread, making it less liable to puncture than a tire made in the ordinary manner, as well as adding to its durability. Another innovation for this year has been the addition of a raised tread on the motor tandem tire. Last year's style has been followed, but the added stock will make the tire wear longer and give more satisfaction. The motor bicycle tire is fitted with a cloth base in order that it may be more securely cemented to the rim, but the motor tandem tire is not made with the cloth strip.

The company makes ten other tires besides the new "44," viz.: the Fisk Puncture Proof and 88H, the Cactus, 88 and 66EH; the Racing and 66, the Premier Puncture Proof, New Departure and Premier. All of these styles are made in the 28-inch size, the 66 being made also in 30-inch and the 66 and 88 in 26-inch sizes. Their Premier Juvenile is made in diameters of 20, 22, 24 and 26 inches. The motor bicycle and motor tandem tires are all 28 inches in diameter, while the cross sections vary from one and five-eighths to two inches. The factory is running night and day in an effort to catch up with the orders, and the New York branch alone had twice as much business for the first three months of the year as for the same period of last year. The orders show that the one-time craze for cheap tires has become a thing of the past, as the better and higher priced tires predominate in the orders sent in by the traveling men.

During the year the Hartford Rubber Works Co., of Hartford, Conn., has devised an entirely new method of making the covers for all Dunlop tires. Instead of a built up or pasted cover, as was used formerly, the 1904 Dunlop casing is vulcanized together in much the same manner that single tube tires are made. This will make the tire more resilient and durable than ever before, the makers claim. The motor bicycle tires which the Hartford Rubber Works make, the Hartford and Dunlop, are made in a special manner, and heavy tandem tires are not pressed into service for the use of motor bicyclists, but new styles have been designed. On account of the great strain on the tire by the action of the engine a much tougher fabric and stronger construction is required to give the user satisfaction, and this has been the aim in getting out the two styles of motor bicycle tires.

Their full line of the old reliable Hartford tires, all single tube and guaranteed, includes the following: No. 75, for track racing only; Special, thread fabric, for light road use; No. 80, thread fabric road tire; No. 80H, extra heavy, for tandem use; No. 77, standard road tire, close woven, long fibre fabric; No. 77H, extra heavy, for tandem use; No. 70, medium priced tire, for general use; Thorn No. 80 grade, with tread reinforced with extra strips of fabric; No. 50, popular price tire, and the Juvenile, the latter being made in sizes of 26 inches and smaller. The Hartford motor bicycle tires are all 28 inches in size, and from one and five-eighths in diameter to two inches. They are furnished with or without lugs.

Their line of Dunlop detachable tires is made in six different styles—standard road, extra heavy, tandem, juvenile, racing and motor bicycle. For the Dunlop tires they furnish either single piece or laminated wood rims, or tubular steel rims for both bicycles and motor bicycles. Their business so far this year has shown a decided increase over that of the corresponding period of last year. The dealers in the territory of the New York office particularly are ordering more goods and higher priced ones than last year, and the demand seems to be only starting.

One evidence of the merit of the G. & J. tires, made by the G. & J. Tire Co., Indianapolis, Ind., was a large order which the Japanese government placed with the company last month. The Japanese experts reported after experiments that the G. & J. tires were 20 per cent stronger than any of the others tested, which was the reason the Indianapolis concern received the order. The tire is constructed by placing two layers of fabric at right angles to each other, with a layer of pure rubber between them; four different styles are made—a regular road tire, a heavy tread type for use in sections where the roads are flinty or cactus or thorns abound, a racing tire for track use only, made of an extremely light fabric with a very thin tread, and a tandem tire, formed of four layers of medium weight fabric and with a very thick layer of rubber on the tread. The G. & J. motor bicycle tire, the most recent production, has gone rapidly to the front since its introduction, and bids fair to become the dominant type for use on power driven bicycles. Their durability, resiliency and the ease with which they can be repaired when punctured have contributed to this.

The Diamond Rubber Co., Akron, O., has added a new tire to its line for 1904 in the Reliance, an unguaranteed puncture proof, single tube. Their other single tubes are the Diamond Hunter, a high grade, with thread fabric; the Diamond 400, a high grade with woven fabric; the Diamond Ixion, a second grade with woven fabric, guaranteed; the Diamond Puncture Proof, a high grade, guaranteed, and the XX, which was the original single tube unguaranteed tire. They have two styles of double tube tires, the Diamond 1920 and the Niagara, an unguaranteed puncture proof, which was formerly known as the Waldorf-Astoria. The New

York office reports an increase of more than 25 per cent in the gross business for this year over last, while the increase in the sale of the higher grade goods is about 100 per cent.

The Goodyear Tire & Rubber Co., Akron, O., has this year made no additions to its regular line, which is comprised of single tube styles, with the exception of the Goodyear detachable, for motor bicycles. Their most expensive bicycle tire is the Cushion pneumatic, which is built with very thick walls and tread, and is very hard to puncture. They also make the Cactus Puncture Proof, Pathfinder B, Pathfinder, Akron 30, Monarch, Akron 20, Thorn Proof, High Pressure, Akron 10, Road Runner, Victory, Crack-a-Jack and Tip Top.

The Kokomo Rubber Co., Kokomo, Ind., has devoted its energies to the manufacture and sale of high grade bicycle tires of such quality and to such good effect that it has been necessary to build an addition to the plant every year since its organization, most substantial evidence of the "right goods at the right price." If anything more was necessary to strengthen the evidence, it exists in the known fact that the Kokomo unguaranteed tires were so good that a number of those who employed them sold them as the guaranteed article, so small was the risk of trouble they assumed. The Kokomo line consists of three styles, all single tube. The New Oxford is made with a corrugated tread in sizes from 20 to 30 inches; the Defender Special is made with a milled tread in three types, road, cactus proof and tandem; the Clover Leaf is made with a smooth tread in three types, road, tandem and racing.

Though long famous as advocates of the double tube, cemented-on tire, Morgan & Wright, of Chicago, have not failed to obtain their quota of trade in single tube tires since they began to market that type. Their line of double tubes has had the sanction of many years' service, and are offered in sufficient variety to meet all demands, as follows: Style G, for juvenile wheels; style L, for track or light road racing; style S2, for light road service; style D, for all around road riding; style X, for heavy road riding; Cataplaro Heavy Tread, for flint and gravel roads, plank roads, cactus and thorns. In single tube styles they market the following: Juvenile, 1½-inch sectional diameter, size 24 inches; Standard, same as L, S2, D and X in double tube; Cataplaro Heavy Tread single tube, same as double tube.

In addition to the five different styles of tires which the B. F. Goodrich Co., Akron, O., make and market, they, under the name Goodrich, as all the world knows, are still manufacturing the Palmer tire, than which none is more famous and which is hand made throughout. The Palmer's reputation is such that the firm's catch phrase, "Palmer tires make all wheels high grade," has be-

come almost a classic among cyclists. The Palmer is made up in four styles, road and racing, tandem, quad, "plank road" and Mexican. The leading style which the firm markets under its own name is the Goodrich 999. This is their standard road tire, and is manufactured in road weight only. There is also the Goodrich 19, made of open woven fabric and in four different weights, tandem, triplet, quad and anti-cactus, and the Goodrich 17, made of close woven fabric in one weight only. All three of the foregoing are single tube, made with corrugated treads. The Goodrich M. & W. double tube cemented tire is made up in two weights, the heavier type being designed for heavy road riding. The Goodrich G. & J. is a double tube detachable, and is made in three weights, road, tandem and heavy tread.

Both single and double tube tires are manufactured by the Pennsylvania Rubber Company, of Jeanette, Pa. Among the leaders in their single tube line are the Pennsylvania 10, the Pennsylvania 20 and the Pennsylvania 40, all of which are made with a raised tread. The double tube leaders are the Pennsylvania Double Tube, with a raised tread and the Keystone Double Tube, with a smooth tread. The inner tube of their double tube tire, which is also sold separately, is made with butt ends and provided with a flap on one end, which is buttonholed to fit over the valve stem.

The International A. & V. Tire Co., Milltown, N. J., confines itself to the production of single tube tires, which are made in such a variety as to meet practically any demands or any pocketbook. Its line includes the Metropolitan, Hummer Special, Imperial, Newton Roadster, Chase Roadster, International A. A. and B. B., Encurance, Chase Tough Tread, National Heavy Tread and the Thorn Proof, the last four being practically puncture proof.

The India Rubber Co., New Brunswick, N. J., which is possessed of a fine new factory, equipped with modern appliances, is "featuring" the Boulevard Patrol, a popular priced, puncture proof, single tube tire. The India Standard, Raritan, Monitor and Pilot are other single tubes included in the line.

The Schrader valve, with which practically all tires are now fitted, is a good example of the merit that wins. Once nearly every tiremaker used his own valve, but the Schrader displaced them all, and now has the field to itself.

Little Things That Count.

The impatience of riders—it amounts to laziness and slovenliness in some—is responsible for a great deal of discomfort and many troubles with their bicycles. They neglect what seem to them to be the little things about the care of their wheels, but which are really important things, and in consequence their bicycles do not run easily, look

mean and the owners lose their enthusiasm. It pays to inquire and to acquire the best way to attend to the little things necessary for the care of a wheel.

Careless riders neglect to wipe their wheels after a ride; some wipe off the frame, but have not the patience to clean each spoke separately, and as the spokes are so thin that they get only a light coating of nickel plating when put in the bath, they are the first parts to rust, unless one has a wheel fitted with "Diamond E" spokes, which are practically rust proof. These spokes are stamped, each one with an E inside a diamond; it is so inconspicuous that most riders do not know it is there, but it is worth while to see if it is. Trips to the seaside are especially provocative of rust because of the salt air and spray. Keeping the bearings properly adjusted, the chain at the proper tension—seeing to it that the nuts are all tight, the wheels, handle bars and saddle firmly held in place, are other details reckoned by too many as trifles, but of real importance if one hopes to get good service out of a bicycle and enjoy it. Lubricating the bearings in the head is something that is commonly neglected, and is the cause of many squeaks. Care in the selection of a lubricant also is important. Too many riders are apt to select the lubricant that lasts longest so as to save trouble, and they get a heavy oil that thickens and gums and clogs the bearings, or they pack the bearings with vaseline or something similar, which gathers dirt and makes a clogging paste. The use of a light oil that will not mix with dirt and won't get gummy, such as the well known Three In One, makes a big difference in the running of a wheel. It is not good to flood the bearings with oil or grease. A good lubricant should be used sparingly and applied a little more frequently, and there will be no scraping of a dirty, gummy deposit from the bearings necessary. The lubricating oil mentioned is also superb for cleaning, polishing and preventing rust. It does not evaporate, and riders who carry a supply of it in one of the cap covered "Perfect" oilers, made by the Cushman & Denison Mfg. Co., are always assured of having the wherewithal to keep their wheels clean, bright and easy running, without smearing their hands or having their tool bags soiled because of a leaking oil can. Sometimes old friends are the best, and these two articles are mentioned freely, as two of the oldest and most reliable helps for cyclists.

Another detail much neglected by many riders is that of keeping the tires properly inflated. Slack tires not only drag on the road, but they invite punctures by offering a broader tread to the ground and whatever puncturing refuse may lie on it. Then there is the old carelessness of setting up nuts with a wrench not properly tightened to the sides of the nut, or the use of a wrench of soft metal, with the consequence of burring off the edges of the nuts so that soon it is almost impossible to get a grip on them and tighten them with any wrench. It pays to invest in a good wrench, and in this line there is nothing better than the old standby of all experienced riders, the "good old" Billings & Spencer and Mossberg wrenches. Since the earliest days of cycling it has been notoriously hard for a rider to keep a B. & S. wrench. Like a good pocket knife, it is coveted, and is a bait for borrowers, and has to have its ownership jealously guarded if the man who knows the virtue of a reliable tool and enjoys using it would have it remain in his possession.

OATMAN A WORKER

Good Type of the Men who Help Cycling—
Some of the Services he has Rendered.

Among all those who in latter times have distinguished themselves as friends of cycling and of cyclists, Joseph Oatman, the president of the Associated Cycling Clubs of New York, stands forth pre-eminently.

He is not one of those who encourage the sport fitfully or by precept only. He is a man of deeds who year after year in summer and winter is consistently an advocate, a defender and a supporter of all the interests of the bicycle, and its riders. He is a man who, although no longer a youth, keeps his bicycle near him and rides it.

In many ways the former Alderman of New York City has shown his total lack of self-interest in his support of the cyclists. He has advocated their cause when it was



JOSEPH OATMAN,
Pres. Associated Cycling Clubs of New York.

opposed to his own political interests; he has given not only his money, but his time, when he could ill afford it. He has shown a rare willingness for self-sacrifice. Whenever he has been appealed to for help in any way by cyclists, and it has been pretty often, he has always responded at whatever cost in inconvenience or time or money. More than a passive friend of the cause he has always been. He is a worker, one who asks no one to take off his coat and be busy without doing so himself.

In connection with the working energy of Mr. Oatman, it has become memorable in New York that once, when there was a fear of the historic New Year's race being a failure for want of entries, he saved the day. Several persons were appointed a committee to visit different clubs and secure the entries of their teams. When the night came for the work, there was a storm raging which the Weather Bureau wrote down as one of the worst on their records. All of the committeemen failed except President Oatman. He made a trip of many miles into the suburbs and saw the men and secured the entries necessary.

As an Alderman of New York for several terms he was a power for cycling interests. Street improvements too numerous to mention are to his credit. He was the father of the new rules of the road for the metropolis and of many other measures of importance to wheelmen. He was always ready, too, when called upon to obtain permits for races, coasting contests, parades, etc. When a big parade of cyclists was organized in New York a few years ago and the promoters of it proved derelict in their duties, it was Alderman Oatman who filled the breach and helped to carry the affair through, and he did it at considerable financial loss for which he was in no way responsible.

Mr. Oatman is now serving his fourth term as president of the Associated Cycling Clubs of New York. He declined a third term, and did his best to avoid it, but was elected and made to serve for the third and the fourth time in spite of himself. He is a member of the Century Wheelmen and president of the Metropole Cycling Club, and in both those organizations he is a pillar of strength. Years ago he was president of the Manhattan Bicycle Club.

Mr. Oatman is known by name far and wide not only as president of the Associated Clubs, but as the donor of a gold medal every year to the winner of the famous midnight race on New Year's morning from Central Park to Tarrytown.

Wanner Wins in Fast Time.

Fred Wanner, Company H, won the one-mile handicap from scratch in the armory games of the 23d Regiment in Brooklyn on March 26. Wanner was on scratch again in the two-mile handicap, which fell to C. W. Lediard of Company E, with a handicap of 60 yards. The latter rode from scratch in the one-mile handicap and finished second. The summaries:

One-mile, novice—Won by A. C. Schwartz, Company H; second, H. C. Renner, Company H; third, J. J. Greene, Company F. Time, 2:46.

One-mile, handicap—Won by Fred Wanner, Company H (scratch); second, C. W. Lediard, Company E (scratch); third, A. C. Schwartz, Company H (70 yards). Time, 2:29 4-5.

Two-mile, handicap—Won by C. W. Lediard, Company E (60 yards); second, Fred Wanner, Company H (scratch); third, A. C. Schwartz, Company H (140 yards). Time, 5:53.

“Bicycling good for women? Unquestionably. It makes their bodies stronger, their minds fresher. The nearer to Nature one gets, the better. But the average woman does not enjoy a long walk. With a bicycle, however, she has a chance to go to the woods, fields or along shore and learn something new on every outing. She simply cannot help being benefited if she is careful not to ride too far.”—William V. Alexander, Managing Editor, Ladies' Home Journal.

A MAN OF MILES

Eifler's Record for 1903 was the Top-Notch one—How it was Rolled up.

There is more than one kind of a champion. While Frank Kramer is champion of the professional racing men and Marcus Hurley champion of the amateur racers, Joseph M. Eifler, of Brooklyn, may quite properly be named as the champion road rider of 1903.

Eifler is the man who won the first prize for mileage offered by the Century Road Club Association, and in doing it he did more actual road riding than any other member of this or any other organization which promotes a mileage competition or keeps a record of road riding. Eifler began riding on the first day of 1903, and he continued riding regularly until December 19. His total mileage was 13,777 miles, as far as would be



JOSEPH M. EIFLER.

travelled in four trips across the continent from ocean to ocean.

In covering this great distance Eifler did not confine himself to ordinary short trips or long ones, but completed many formal centuries under the conditions required for obtaining century bars. More than this, he established a new record for one hundred miles in a road race of that distance promoted by the club. His record for a hundred miles is 4 hours 51 minutes and 2-5 seconds. In all, Eifler rode sixty-one centuries during the year, besides five double centuries and one triple. How his riding was distributed through the different months of the year is shown by the following table:

	Centuries.	Doubles.	Triples.	Total miles.
January ...	2	—	—	457
February ..	2	—	—	544
March	6	—	—	1,290
April	—	1	—	865
May	5	1	—	1,596
June	1	—	—	723
July	6	—	—	1,427
August	6	2	1	1,651
September .	8	—	—	1,342
October	7	1	—	1,378
November .	13	—	—	1,831
December .	5	—	—	673
	61	5	1	13,777

MOTOR BICYCLES OF 1904

How Man Has Been Made Their Absolute Master

"If you would become young again and live over again the joys of the 'good old days,' ride a motor bicycle." This was the literal advice recently given by one veteran cyclist to another. It is repeated here because it is this contagious enthusiasm born of the self-propelled bicycle that is so steadily and unfailingly making for its increased popularity, evidence of which is multiplying with the days. It is not alone the enthusiasm of its riders, however, that is achieving this result. The undoubted economy and utility of the motor bicycle, not less than the marked improvements manifest in the 1904 models are of far more direct and enduring effect. The motor bicycle is appealing, and will appeal, to many who are prone to consider the use of the pedal-driven machine as "too much like work."

The betterment of the 1904 models is far-reaching. Those that have lacked the power necessary to surmount, without pedal assistance, the steeper grades have been made more powerful. Parts and equipment hitherto inaccessible or difficult of access have been rendered easily accessible. The little things that contribute so greatly to reliability and efficiency, as, for instance, the methods of lubrication, of removing or replacing batteries, of in-

jecting gasoline in the cylinder for starting or flushing purposes, of draining the gasoline tanks, of taking up the slack in chains or belts, and last, but not least, the method of making the electrical connections, have all undergone marked improvement. The personal comfort and cleanliness of the rider have not been overlooked. The use of spring forks and the general adoption of saddles and mud guards of ample proportions constitute evidence to that end. The gradual realization that "how slow" is as important, or more important, than "how fast," has brought with it carburetors of more elastic regulation and the supreme and dominating necessity that man be the complete master of the machine has evolved the several systems of one-hand control—the so-called "grip control." It makes man the absolute master at all speed and under all conditions. The motor bicycle is now literally and instantly controlled—started, stopped and its speed regulated—by the merest twist of the wrist. There is no animal, no means of locomotion or conveyance, bar none, that is so completely and immediately subject and obedient to the will of the rider or driver. That the eye, not less than the reason of the prospective purchaser, has been appealed to, the compact, clean-cut appearance of the leading 1904 models amply attest.

The Auto-Bi.

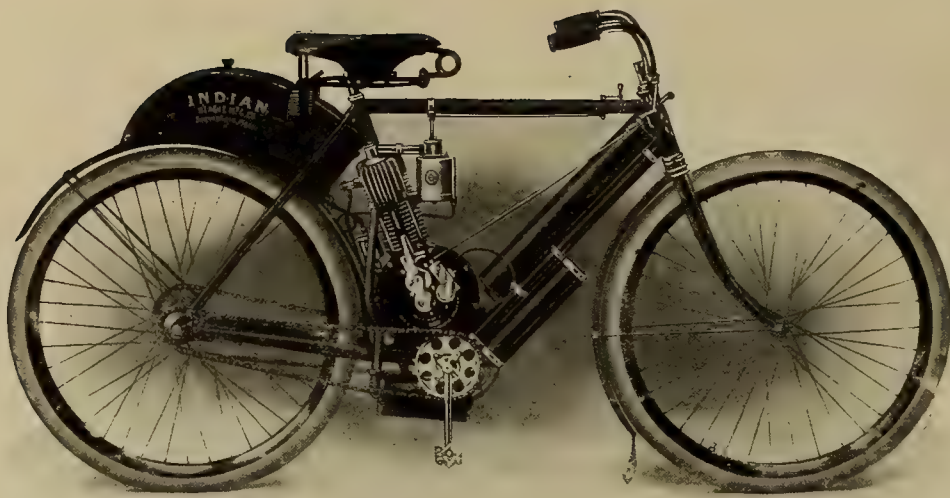
Not since the first year that the Auto-Bi was offered to the public—and it was the first one made in marketable quantities—has the E. R. Thomas Motor Co., Buffalo, N. Y., failed to evolve notable improvements. Occupying the position of a pioneer, it is naturally to be expected of them, and never have they disappointed expectations. If anything—indeed, there is no "if" about it—the fund of improvement presented for 1904 is larger and more notable than of any previous year. The Auto-Bi has been practically reconstructed. The two all important features, the motor and the carburetor, have been entirely changed, and the former is much more powerful than ever before. The motor is now of 3 horsepower, having 2¾ bore and 3¼ stroke. A new float feed carburetor, having one lever for throttling and another controlling the needle valve, has been substituted for the Porkney mixer previously used. A compromise on the grip control as generally understood is employed. The left grip is still used as the cut-out switch, and on the right side of the handle bar there is arranged a ring, which operates a relief cam, thereby relieving but not entirely releasing the compression; it is designed to facilitate starting and riding through traffic. The batteries, gasoline and lubricating oil are contained in one cylindrical receptacle, divided into compartments of course, and secured to the lower diagonal of the frame. This inclines it at an angle and permits the use of a sight feed oiler of a size that admits one charge of the lubricant and that is al-

ways in view of the rider and that may be operated without dismounting. By merely opening a valve or cock, a sufficient charge of oil is admitted from the reservoir. It is a clever device that puts an end to guesswork and should prevent much trouble from fouled plugs. The compartment for the batteries has a trap door, making it easy to remove or replace cells and doing away with the special cells previously required. Another small, but not unimportant, improvement is in the use of wire spring terminals and in inclosing all wires in rubber tubing. Another refinement consists of the equipment of the muffler with a cut-out which may be operated at will by foot. The Hygienic cushion frame, truss spring forks and chain belt—a chain inclosed in leather—are 1903 features that are retained.

The Indian.

To mention the Indian motor bicycle is to make the knowing ones look up. It made its reputation early in its career, and the year 1903 served simply to add to its brilliancy; the name Indian is written large and glowingly all over the motorcycling record of the last two years. There never was a machine that so consistently upheld its fame. A Bicycling World man has heard but one Indian rider—Victor R. Pyle, of Wilmington, Del.—utter a complaint. "The only fault I have to find with it," he said, "is that the makers don't claim half enough for it." As Pyle had ridden an Indian some five thousand miles, he appeared to be in a position to know what he was talking about. That

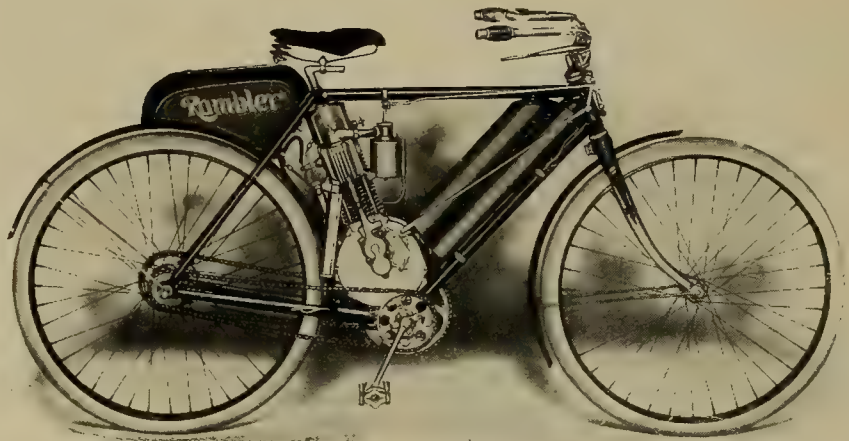
the Indian has earned and deserves its good name there is no room for doubt. Its light, compact, eye-pleasing appearance is at once attractive, and its performance has been as good as its appearance. It is a motor bicycle that "gets there," no matter how long or how stiff the grade, and so fine and carefully worked out are its details that trouble is minimized. Not many improvements were necessary or were found possible, but with Oscar Hedstrom, its inventor, attached to the staff of the Hendee Mfg. Co., Springfield, Mass., a number of minor refinements and one big one—the grip control—have been incorporated in the 1904 model. The motor has been fitted with an inlet valve release, or primer, which also permits the injection of gasoline in the head to assist starting in cold weather. A quarter-inch chain is now used for the short drive, which is protected by a metal guard. The front mudguard is also provided with a leather flap at its extreme end to better catch the dust and mud. Changes in the carburetor have been effected that bring down the minimum speed to three miles an hour. The gasoline tank is provided with a screw hole, which permits it to be readily emptied. Imported Brooks motorcycle saddles, a big, comfortable, expensive creation, is also a 1904 feature, and not a small one. A new mica plug of Hedstrom invention is offered as an option, and as an "extra" a tandem attachment or extra seat is also offered for the first time. The little machine has abundant power to permit the pleasure to be shared by a passenger in almost any country where the hills are not actually mountains.



1½ H. P. INDIAN, \$210.

The Rambler.

Although the Pope Mfg. Co.'s Rambler is equipped with the Thor 1½ horsepower motor and carburetter, the use of it is not such slavish use as in the instance of other motor bicycles on which the Thor fittings are employed. The Rambler men have made good use of their own brains. Instead of a grip control, there is used the Pope one lever control, which is not the little lever as generally understood, but the lever as commonly used with a spoon brake. Instead of applying or releasing a brake, however, the Rambler lever controls the exhaust valve and regulates the speed of the engine; indeed, it does more than this, it also operates the carburetter when the spark or contact breaker has been advanced to its limit of speed. When this point is reached, continued pressure of the lever automatically opens the carburetter throttle and fires the engine with the heavy charge of gas necessary to increase its power. It is an extremely clever idea that easily affords great power when it is most needed, as on a heavy grade. The use of a friction disk, or sprocket, permitting the chain to slip in starting, thus preventing sudden jerks and consequent snapping of chains, is another clever conception, admirably executed; of the same order is the placing of the oil cup on top of the motor, where the heat will keep the lubricant flow-



1½ H. P. RAMBLER, \$225.



2¼ H. P. COLUMBIA, \$225.



3 H. P. AUTO-BI, \$210.

ing freely. Although insulated, all wires are further protected with rubber tubing, and are grouped at the bottom of the frame, where they are out of the way and least liable to cause trouble.

The front mudguard, which projects forward of the forks, and is also to be fitted with a leather stirrup, or flap, at its lower end, is another feature, as is the arrangement of the spark coil and tool box in one cylindrical case secured to and over the battery case. The Rambler arched spring fork, which is used on the machine, is easily the most attractive device of the kind applied to a motorcycle. The spring cartridge is placed in the rear of the forks, and is wholly inconspicuous in appearance. The forks do not differ from the rigid type, and in full nickel are strikingly handsome. In fact, the Ram-

bler is one of the motor bicycles in which intelligent and advanced thought and application are apparent throughout, and because of it deserves and cannot well fail to command increased and increasing attention.

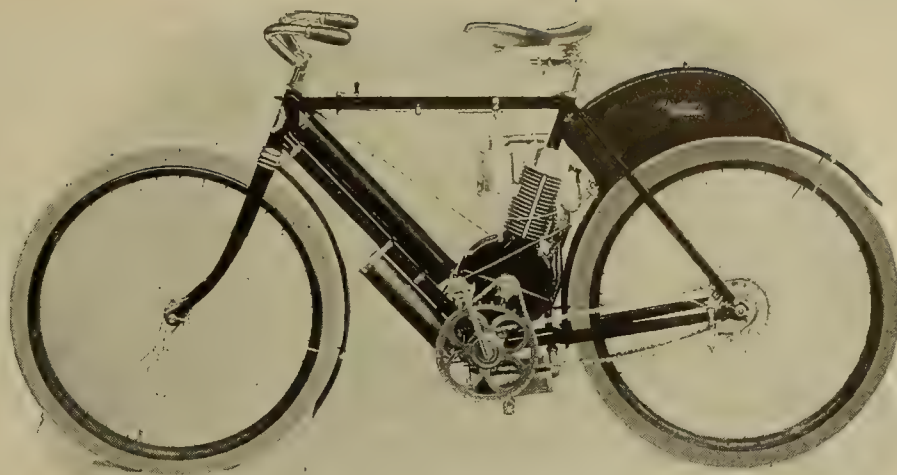
The Merkel.

The 2¼ h. p. Merkel, made by the Merkel Mfg. Co., Milwaukee, always one of the simplest motor bicycles, still has simplicity for a cardinal virtue. It retains the simple mixing valve, in contradistinction to a carburetter, as generally understood, and the single lever control that has been one of its chief characteristics. The motor has been changed in several minor details, that collectively make for more power and greater

durability and flexibility of control. A new and much improved idler for the adjustment of the belt is one of its 1904 features. The reduction of price to \$150 is not less worthy of remark.

The Columbia.

The $2\frac{1}{4}$ h. p. Columbia has undergone some minor changes, an alteration of the lubrication system and the adoption of the imported Kelecom carburetter being the most conspicuous improvements. It has always employed lever control, the movement of the brake lever not only regulating the speed and cutting off power, but also applying the brake to the front wheel. It also employs a coaster brake, thus doubly insuring the element of safety—a factor not to be

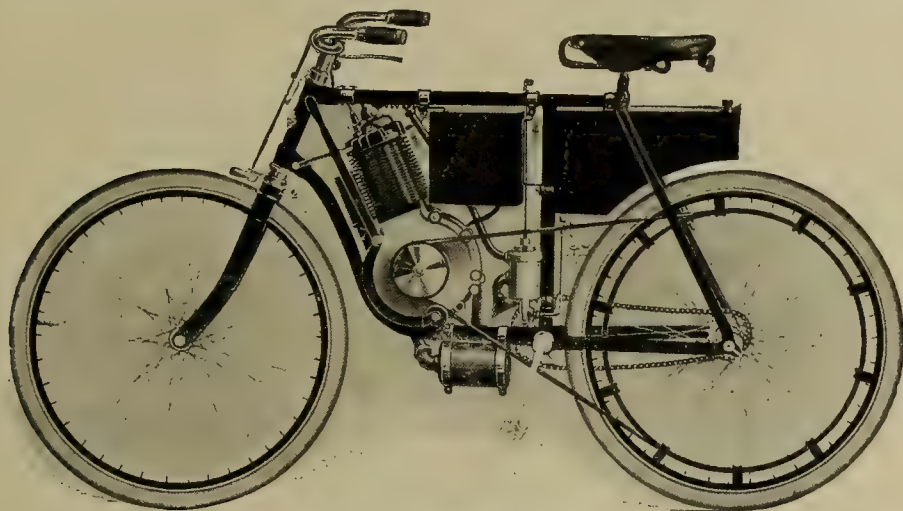


1 $\frac{1}{4}$ H. P. READING STANDARD, \$210.

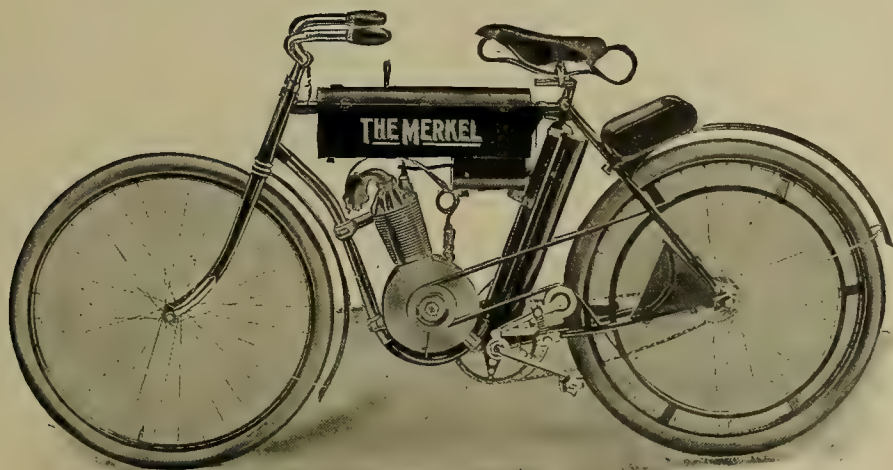
other machine in which practically no change has been found necessary. It has been brought up to date, however, by the employment of grip or handlebar control. It also is a motorcycle of weight, which fact, coupled with its long wheel base, is pointed to as evidence of more than usual comfort.

The Metz.

C. H. Metz, Waltham, Mass., is the one American manufacturer who offers the choice of two motor bicycles—a roadster and what he styles a racing model. He alone also offers a machine fitted with a two speed gear, affording a “free” engine—one that permits crawling through crowded streets or to bring the machine to a standstill without stopping the engine. The two speed mechanism is contained in the enlarged rear hub, and is simply a sun and planet gear operating in connection with an expanding clutch. The motor drives direct on the high speed, no counter shaft being employed. The adjustments of the chains are independent of each other, the pedalling chain is adjusted by means of an eccentric hanger, and the motor drive chain is adjusted in the rear fork slots, no interchanging of chains being required, and both running direct without intermediate shaft or sprockets. The trussed diamond frame, with the gasoline tank between the upper tubes, is a feature of the machine, as also are the large tanks, that for gasoline



3 H. P. ORIENT, \$250.



2 $\frac{1}{4}$ H. P. MERKEL, \$150.

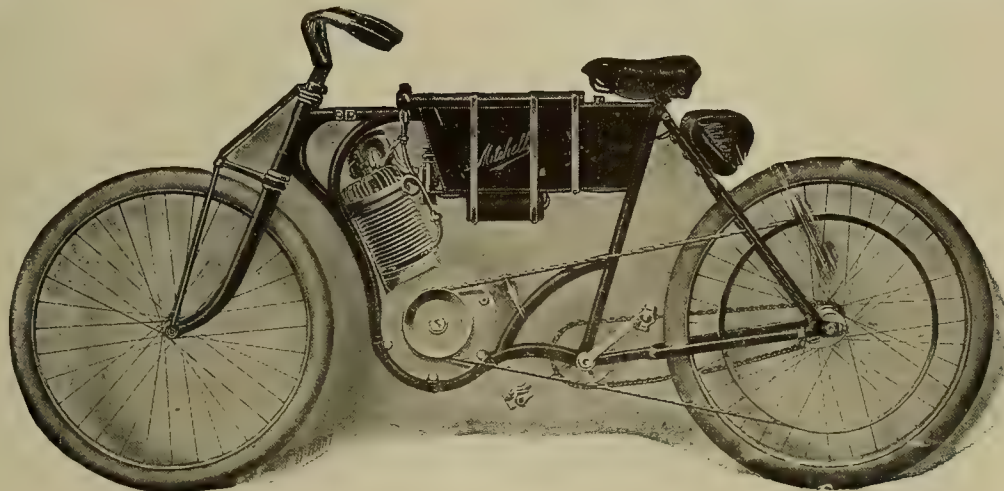
despised. It is alone in thus providing two brakes.

The Orient.

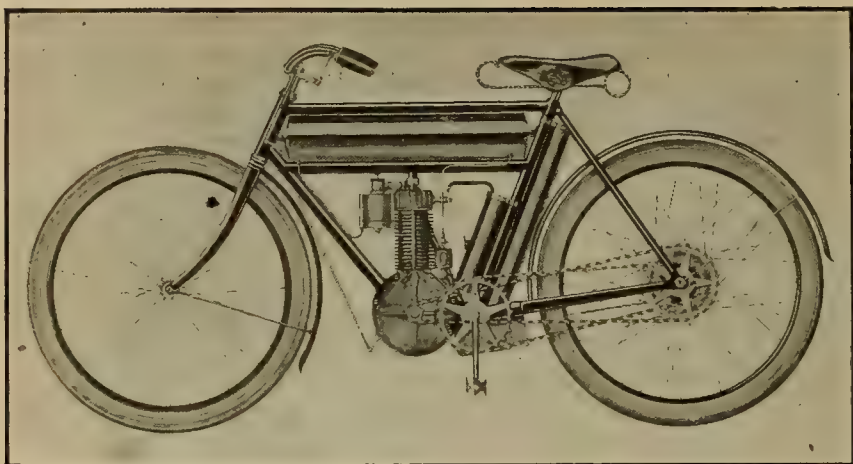
The Waltham Mfg. Co. present the Orient absolutely unchanged, and point to that fact as strong evidence of its merit and the satisfaction it has given. Not an ounce of weight has been pared off, the makers still maintaining that the heavy machine is and always will be the most comfortable one.

The Mitchell.

The $3\frac{1}{2}$ h. p. Mitchell, the product of the Mitchell Motor Car Co., Racine, Wis., is an



3 $\frac{1}{2}$ H. P. MITCHELL, \$225.



1 3/4 H. P. METZ, \$225.

having a capacity of one and one-half gallons. A Thor motor, not as usual resting on a bed above the crank shaft and forming a part of the seat post, but instead clamped to the bottom bracket and short lower diagonal tube of the frame, furnishes the power. A Thor carburetter is also used, but the grip control is of Metz invention; it not only controls the exhaust valve and spark, but also the carburetter throttle. The machine is fitted with a band brake operating on the rear hub.

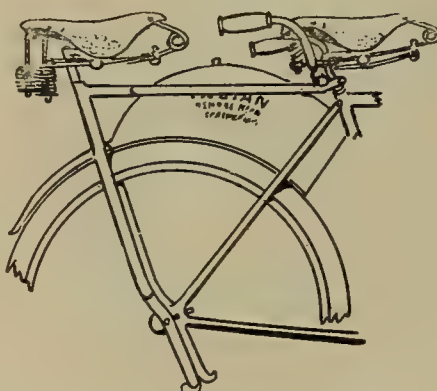
The Metz racer is substantially the roadster minus the two speed gear and with lighter equipment.

The Metz machines show the result of the maker's long study and experience. He was one of the very first men in this country to engage with motorcycles, having designed and produced the first Orient motor bicycle, and before it the Orient tricycles and quadricycles. Any machine bearing his name may, therefore, be reasonably expected to incorporate advanced ideas and real improvements.

The Yale.

In many respects the Yale, made by the Kirk Mfg. Co., Toledo, Ohio, is the most distinctive motor bicycle on the American market. Originally it was made in California, where it made a good reputation, although manifestly underpowered, then being of but 1 1/4 horse power. When last year the Kirk people undertook its production, however, with their superior facilities they quickly remedied this and other lapses, whilst retaining all the essential characteristics of the machine. As a natural result it is now a vastly improved article. Its two most striking features are the outside fly wheel on the motor—which many eminent mechanical engineers hold is the correct principle—and the carburetter. Instead of feeding the gasoline into it in a continuous flow, as in general practice, three or four ounces at a time are drawn from the supply tank to the carburetter reservoir. This reservoir contains a series of shelves, made of felt, which are thoroughly saturated with the gasoline. The air drawn into the carburetter is made to pass over and between these shelves, and, being thoroughly mixed with the gasoline vapor, passes direct to the

engine through the throttle valve. It is claimed to provide such perfect gas that the spark plug never fouls, nor the valve or muffler corrode. It is an original and ingenious plan, quite unlike anything else in use.

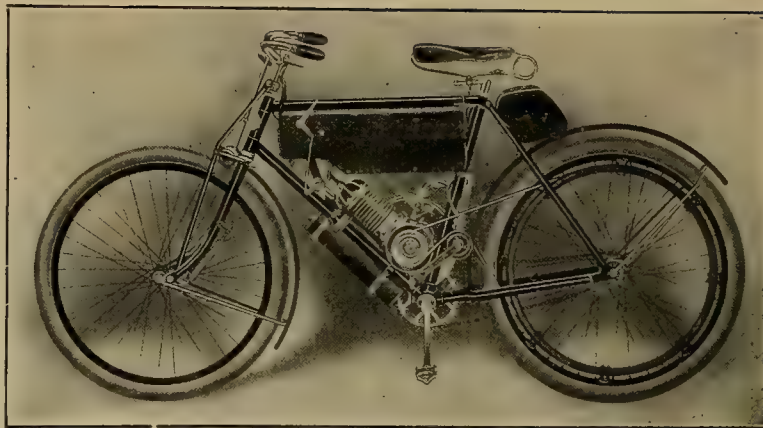


INDIAN TANDEM ATTACHMENT.

The Crouch.

The Crouch is not wholly a new bicycle, but it is only since the marketing of it has been undertaken by the Boston Cycle & Sundry Co. that it has obtained prominence.

Power, flexibility of control and accessibility of mechanism are points emphasized by the sponsors of the Crouch motor. It is of 3 horse power, the cylinder dimensions being 3 1/16 by 3 1/16 inches; the head and cylinder are cast in one piece. The crank or fly wheel case is made of an aluminum



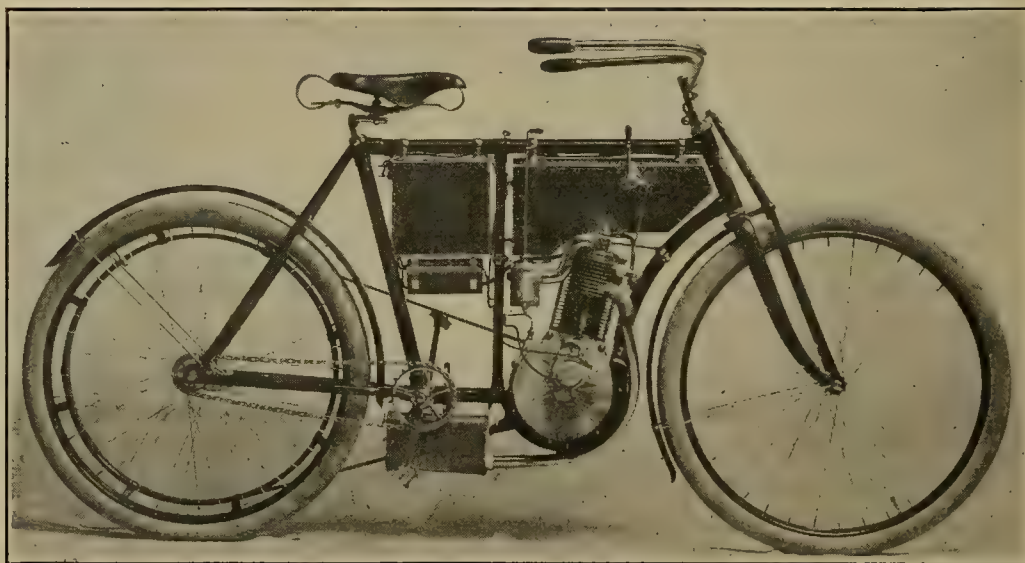
2 H. P. YALE, \$175.

alloy, that reduces the weight of the motor several pounds. The carburetter is of the float feed type, and, being controlled by a throttle, permits of speed up to twenty miles an hour without advancing the spark. The "accessibility" of the Crouch is well illustrated by the valve mechanism, the inlet valve being reached by merely unscrewing a nut on the top of the motor, and the exhaust valve, held in place by a removable guide, being as easy to get at.

The Marsh.

The Marsh, made by the American Motor Co., Brockton, Mass., is of 3 full horse power, and proved so satisfactory last season that but minor changes were deemed possible or desirable. It lists at \$165. It is also provided with an extra seat or "tandem attachment" when desired.

The motor Racycle, the Reading Standard, the Warwick, the Light and the Manson, the latter made by the Fowler-Manson-Sherman Co., of Chicago, employ the 1 3/4 h. p. Thor motor, carburetter and fittings, including, of course, the Thor grip control. The America, made by the Great Western Mfg. Co., Laporte, Ind., also uses the Thor outfit, but incorporates an "automobile idea" by employing a steering wheel instead of a handlebar.



3 H. P. CROUCH, \$200.

WHY THE MOTOR BICYCLE

One of its Devotees "States its Case" in Language Both Lucid and Terse.

Some one has described the motor bicycle as "the gamest little vehicle ever created." He is not far wrong, if indeed, he is not entirely right, says a contributor to the *Motorcycle Magazine*, who continues: It is a "game" little vehicle—a vehicle for men. It is the most fascinating means of locomotion extant or that ever existed—also the most humane.

I acknowledge the glory of the horse—when there's a man astride. I acknowledge the exhilaration of the bicycle—when winds are mild and grades are gentle. I make these acknowledgments because under such conditions the horse and the bicycle are at their best. Under other conditions either the horse is too often being punished or the cyclist is punishing himself.

But for the horse attached to a carriage or the man seated in a motor car—Bah! I snap my fingers at them. I have no acknowledgments to make. There's nothing inspiring in either. The action of the horse and the whizz of the car or its thunder may create emotion; the drivers fail to do so. I suppose "a man's a man for all o' that," but to my eyes and to my mind it is when he is in the saddle—when he rides astride and depends not upon four feet or four wheels for stability, but upon his own equilibrium, unconscious though it be, that man is most a man.

It is because I can ride astride—because I can seat myself astride a saddle, legs free to kick or kick about—because I can go fast or go slow, not by digging cruel spurs into a noble brute or by fierce exertion of muscle, but by a twist of the wrist or the touch of a little lever—because I can get ready and instant response up hill or down or on the level—these are among the things that make me share the belief that it is "the gamest little vehicle ever created."

It is because wide road and narrow path are as one—because I can pedal when I want to do so, and just as hard as I wish, and wherever I wish to do so—because I can be as active or as inactive and obtain exercise in whatever measure I desire, and when I desire it, that contribute to the charm of the motor bicycle.

It is because I can keep my head up and my backbone straight going five miles per hour or twenty-five, and can face a hill or a head wind with a smile and reach the top of the hill or the end of the wind without grinding my nose on my tire, and without a heaving chest, a palpitating heart, a parched throat, a crimson face or clinging clothing—these are more of the things that have infatuated me with the motor bicycle.

It is because any fool cannot ride it that my infatuation is increased. It takes some intelligence, a clear brain and senses alert to understand and to master it, and to get

the most out of it. It is because no trousers-covered legs but fear-filled heart will be found astride one that the motor bicycle will appeal to men. It requires no bravery to ride it; it is not a badge of courage; it is as safe as anything that moves on two wheels; but the timorous chap will not see the motor bicycle in that light. He sees, or thinks he sees, the shadow of danger, and he quails; not where and how the world may see, but fear is in his heart and he "quails within." I have had some beings of the kind confess it; and the queerest part of it is that several were men who risked their necks on the old high bicycles, probably the most ticklish vehicle ever put together.

The pleasure, the joyous exhilaration that comes of riding a motor bicycle must be experienced to be even half appreciated. It is a mount for men. If it equalizes brute strength it is no mount for the sluggard or the timorous. It develops, it quickens, intelligence, skill, courage, and the dividends of pleasure which it pays are prodigious and exquisite.

To Restore Minnesota Cyclepaths.

Ramsey County (Minnesota) cycle tags will be reduced from \$1 to 50 cents in price and will be placed on sale with local bicycle dealers, was the assurance given to a large meeting of the Associated Wheelmen at St. Paul at Federation Hall recently. David Frankel and Arthur E. Clarke, jr., appeared and told the wheelmen they were confident that they could get the other members of the sidepath commission to take this step.

Books of certificates will be left with the dealers in wheels, which can be purchased and exchanged for license tags at the county treasurer's office. Several crews of men will be put at work on the paths as soon as practicable, and two crews will be kept at work all summer. The commission will hire a man skilled in road making to oversee the work.

The association will urge the appointment by the sidepath commission of two mounted workmen to patrol the paths on wheels, carrying a small kit of tools with which small ruts in the paths can be repaired. It is also considering the advisability of a wheelman parade to show the authorities that bicycling is not dead, and will ask the appointment of twelve wheelmen as special police to see that the sidepath law is enforced.

Carl Ege, president of the St. Paul Motor Club, said that organization desired to affiliate with the wheelmen as their interests were the same.

If you are interested in motorcycles or wish to be interested in them, the illustrated *Motorcycle Magazine* will interest you. Specimen copy free. 154 Nassau street, New York. ***

"The Motor, What It Is and How It Works."—See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York City. **

THE FITTEST IN SUNDRIES

Roll of Those That Proved Their Merit by Surviving the Upheaval.

Not less interesting than the bicycles which survived the ravages of the "boom" and the ensuing "slump" are the sundries and accessories that proved themselves the "fittest," and remain in evidence to testify eloquently of the merit that has stood the un-failing "test of time."

Of the scores of gas lamps that once dazzled the cycling public, only the Solar, the 20th Century and the Columbia, made by the Hine-Watts Co., Chicago, are now on the market. When the roll of adjustable handlebars is called, only the makers of the Kelly remain to loudly answer "Here!" Of cyclometers there is but the Veeder; of pedals, only the B. G. I., Star and Bridgeport remain conspicuously in the fore front; of roller chains—now coming into favor—there is but the Morse; of spring seat posts, the Smith; of high grade oilers, the Perfect; of toe clips, the Sager and Bevin. Bells have held their own more numerously, and riders still have wide choice in the Liberty, the Mossberg, the Bevin, the Sterling and the Starr. In saddles, the Persons, of which a hard one or one of doubtful quality was never made, has come to the front with a rush since cyclists began to value their comfort; and good as they have been each year has seen, if not better, additions to the line, of which the 1904 "Old Comfort," a full sprung saddle, is a good type. The Oak saddle is also still to be had.

With few exceptions this comprises the list of well known accessories that "survive." The exceptions are few—very few—and not much is heard or made of them nowadays; they are kept in the dark background.

The increased use of motorcycles and of the interest in them has induced not a few well known accessory concerns to produce articles of motorcycle equipment. Practically all of the tiremakers are producing motorcycle tires. In coaster brakes there are a special Morrow and a special Corbin Duplex. Similarly, the Park City Mfg. Co., Chicago, have adapted their unsurpassable crank hangers to the requirements of the self-propelled machine, while the Ideal Plating Co., Boston, make a special handlebar, and the Persons Mfg. Co. a special motorcycle bell, the product of the well known Liberty Bell Co., Bristol, Conn. In lamps, the 20th Century Mfg. Co., New York—who also make spark plugs and horns—have a special motorcycle lamp, and the Badger Brass Mfg. Co. have one—and an original one—about ready for marketing. In motorcycle supplies the E. J. Willis Co., New York, in the East, and Harry R. Geer, St. Louis, in the West, make a feature of such goods, Geer devoting an entire store to them.



WINTER SCENE ON A FLORIDA BEACH.



"IN THE GOOD OLD SUMMER TIME."

HOW CYCLING HELPS HEALTH

Dr. Gulick Explains Exactly why it is Superior to Other Exercises.

Few cases are more exasperating than those which, without organic disease, are constantly demanding treatment for either real or imagined functional disorders—nor does it make much difference whether the disorder is in the realm of the so-called real or the imaginary. In either case it demands and deserves treatment and cure. A diseased imagination is as potent a cause of disease as a colony of pathogenic bacteria! It may be indeed far less susceptible to treatment, says Dr. Luther Halsey Gulick, Director of Physical Training of the Public Schools in the City of New York, in dealing with the subject, "The Bicycle as a Therapeutic Agent."

Many of these cases present similar conditions—muscular weakness, ill defined pains in the back and shoulders, inability to sleep satisfactorily, digestion uncertain, general feeling of worry and depression.

The general indication is for an increase of vigor, of vitality, something that will increase cell metabolism. Strychnia is temporarily effective in many of these cases, but, inasmuch as the general conditions of environment remain the same, the patient soon reverts to the unsatisfactory state obtaining on beginning treatment. The agent which meets the conditions presented, both theoretically and practically, is muscular exercise. By this means, in many cases, the power of the digestive processes can be increased, general muscular tone secured, refreshing sleep and resulting wholesome view of life restored.

Muscular exercise of a general character is frequently prescribed, but often without beneficial results. The form of administration, the size of the dose, the frequency of the dose and the psychic accompaniments of the exercise each form necessary elements for consideration. Success will depend upon good judgment on each of these points.

In order to secure the general organic effects of muscular exercise, it is important, indeed, it is wellnigh necessary, that the exercise involve chiefly the large muscular masses of the body. It is true that considerable quantities of energy can be expended by the smaller groups of muscles. One may exercise with the arms alone so as to secure genuine muscular fatigue, but the amount of neural expenditure involved in order to secure the desired physiologic results is far greater where the muscles are small than where they are large. To raise the weight of the body one foot by means of the arms alone involves the expenditure of as many units of energy as is represented by the weight of the body. A person weighing 150

pounds would expend 150 foot pounds of energy in raising the weight of the body one foot, whether this were done by the arms or by the legs. The sum total of the effect of this exercise upon the heart and lungs and digestive process would not be essentially different in the two cases, for the organic effects are directly related to the number of foot pounds of energy expended rather than to the consciousness of fatigue involved. Where, however, the exercise is done with the legs, it is done with ease; when it is done with the arms, it is accomplished, by women at least, with the greatest difficulty. The amount of will, and indeed of nervous energy, varies greatly in the two cases. A person who has by dint of great effort raised the weight of the body by means of the arms will usually find that when the hand is held free the fingers will tremble, indicating overexpenditure of effort. The same amount of work done by the legs will not leave the individual in this undesirable condition. Thus, my first point in the use of muscular exercise as a therapeutic agent in the cases under consideration is that it should be primarily exercise of the large muscular masses of the body as distinguished from the small muscular masses. Such gymnastics as involve primarily movements of the arms are of slight value from the organic standpoint as compared with those in which the body itself is moved by means of the legs. In bicycle riding we find the work done by the large muscles. The muscles around the shoulder girdle are not exercised to any great extent, but all the muscles attached to and descending from the thorax to the pelvis, practically all the muscles connecting the pelvis with the thigh and leg, are constantly involved in bicycle riding. This explains why it is so comparatively easy to affect the appetite, the sleep, the general circulation and respiration by means of bicycle riding as compared with the formal gymnastics usually employed. By means of the bicycle we expend many foot pounds of energy without great neural exhaustion.

In order to economize nerve tissue, it is also important that the size of the load given to the muscular masses shall be small in proportion to their strength. The sum total of force expended in lifting one pound one foot for fifty consecutive times is identical with the amount expended in raising a fifty-pound dumbbell one foot once. The neural results are, however, wholly different in the two cases. In the one case there has been little, if any, conscious effort, the work is done easily. In the other case it is only by great effort that the work is done; there has been strain of will and concentration of effort. The one form of exercise makes for nervous exhaustion, while the other does not. This principle of dividing the dose in those cases in which the effects of muscular labor are to be secured with a minimum of neural expenditure is fundamental in all these cases. We have no other agent by which we secure so readily a large number of minimum contractions of large muscular masses as we have in the bicycle. In ordinary riding on

a country road, or a city street, each push upon the pedal involves but slight effort, but the sum total of work done, because of the large number of efforts, is very great.

A third element of great importance is that the conscious attention and deliberate exertion of the will shall be minimized; in other words, it shall be desirable that so far as possible, the exercise be automatic. The illustration of the comparative ease of walking on a smooth road where the steps may be automatic, and the fatigue involved in walking railroad ties where the steps cannot be automatic is familiar. The one demands constant attention—the other is done automatically. Our sense of fatigue is usually from central exhaustion, not from fatigue of muscle. Those activities which are presided over by automatic centres are far less liable to produce fatigue than those which demand conscious attention. Bicycling, after it has become familiar, thus corresponds to this indication. The riding and steering are wholly automatic. The completion of each revolution of the pedals itself acts as a stimulus to the impulse necessary in order to the next revolution. Amounts of work are done because of this automatic nature of the exercise, which would completely exhaust the patient if each effort were directed by the conscious will.

In regard to the psychic accompaniments of the exercise much might be said. The scientific data are not available which completely explain the differences between the effects of exercise when done alone and when done with pleasurable companions. It is probably due, however, to the increase in circulation, which always accompanies the pleasurable emotions. If we accept the Lange-James theory of the emotions, we have a working hypothesis of great interest. Whether we have any hypothesis or not, the facts remain that muscular exercise, under conditions of pleasant psychic associations, has greater beneficial results than where other conditions prevail. The particular group of cases under consideration in this article demand diversion. It is but rarely that they can be persuaded to take systematic exercise for any considerable length of time, unless this exercise is made interesting to them. Gymnastic exercise taken alone, in one's room, are rarely, if ever, interesting, and while they are valuable in many cases, in this particular group they have proved, in my own hands, at least, comparatively ineffective. In bicycling, bowling, golf and such sports I have found for these cases the wellnigh necessary pleasant associations; but in bicycling alone do we find both the physiologic and psychic conditions adequately met.

The fact that the exercise is taken out of doors is another point in its favor, for but rarely are rooms so well ventilated as to be as perfect in this respect as the country air. Then, again, the direct effect of sunlight upon the tissues is secured out of doors and not indoors.

One of the immediate results of bicycle riding is a large increase in the respiration. Each excursion of the diaphragm is far

greater than under conditions of quiet. Each minute includes many more respirations than when the individual is not doing muscular work. The effects of these respiratory movements upon the viscera constitutes one of the important beneficial results of the exercise. All those organs below the diaphragm, which include in their circulation the second set of capillaries, depend largely for their circulation upon other forces than that of the cardiac contraction. The alternate pressure and relaxation which the diaphragm exerts upon the liver is a large factor in promoting the various circulations within that organ.

Success or failure depends upon the accurate adaptation of the size of the dose to the individual need. Many of these cases have hearts that are weak. Upon moderate exertion they will often run up to 120, or even higher, per minute. In these cases in my own practice, the rule is to take the heart as a guide, and to increase the size of the dose with the increase of the cardiac power. I determine the size as follows:—(assuming that the patient already knows how to ride) I have him ride at the ordinary rate of speed for five minutes, I then count the heart rate and note its power. If the rate is below one hundred I continue for another five minutes and count again. If several such periods of work fail to increase the heart rate above one hundred, I conclude that the heart is thoroughly able to take care of the work imposed upon it at this rate of speed. I then direct my attention to other considerations. If on the contrary, at the end of the first five minutes I discover that the heart has run up to over one hundred, the patient must either then sit or lie down for five minutes. If after five minutes' rest the heart has not gone down to between 70 and 80, it indicates that the heart has done more work than its present degree of strength will warrant it in doing. No further exercise should be given until the heart comes back to approximately its normal rate. Even five minutes of exercise may produce genuine cardiac fatigue in a very weak heart, which may persist for hours or for days. One spring, when I was not in good condition, I played five tennis sets successively with great vigor; it was thirty-six hours before my heart got below 85. The only way to judge in these cases as to what it is safe to give the heart, is by proceeding cautiously and testing it at frequent intervals. The case is rare, however, in which five minutes gentle exercise will not be completely recovered from within five minutes rest. This small dose may almost invariably be repeated for three or four times, the few minutes rest always intervening. Gradually with the increased strength of heart, the periods of rest may be made shorter, the periods of riding longer, and ultimately, the speed of riding somewhat increased. It is, however, never wise for therapeutic purposes, to ride at a rapid gait, for here the expenditure of nerve tissue in order to stimulate the muscles to greater activity is much greater in proportion to

the work done than where the ride is at a moderate gait.

In those cases in which the heart, as shown by the preceding test, is fully competent to meet the work demanded, the test of fatigue is the movement of the fingers when the arm is held extended from the body with the fingers spread. The fingers and hands should be as steady as they are during ordinary daily conditions. As soon as the fingers begin to tremble or to make athetoid movements, the demand upon the nervous system have been greater than is desirable; hence the stimuli to the muscles are not regular, hence the trembling. The doses of exercise should be so divided that this trembling will not be produced.

The patient who could not possibly stand fifteen minutes vigorous exercise consecutively given, because of weak heart or an exhausted system, will readily endure with advantage fifteen minutes exercise divided into three doses, with five minutes rest between each dose. This may be repeated with ease twice or three times, and under certain conditions four times during the twenty-four hours. I have seen patients under this treatment have long quiet nights of sleep, with appetite that began to increase within two or three days, who thought that they were utterly unable to take exercise.

The third guide with reference to the size and frequency of the dose, is as to recovery over night. Fatigue should never be allowed to become consecutive. Each night should see complete recovery from the fatigue of the preceding day. This must not be understood to mean that a person who always rises with the sense of fatigue shall immediately upon the beginning of treatment lose his consciousness. It does mean, however, that this consciousness of fatigue should not be increased. In the course of two weeks to a month it should be wholly lost. If so much work is given that the morning fatigue indicates that there has not been complete recovery from the exercise of the preceding day, the result will consist in a gradual decrease in the vigor of the patient.

A small caution needs to be given at this point. In learning to ride we have a new element introduced, we have the acquirement of a habit involving a somewhat complex set of muscular co-ordinations. This is in itself a considerable demand upon the nervous system, so that if the patient has to be taught to ride, it should be done with slowness. It may easily increase nervous fatigue and exhaustion.

To summarize, the bicycle is a useful therapeutic agent in those cases in which it is desirable to quicken the general organic functions of circulation, of respiration, of the whole digestive tract, together with ample diversion and out-of-door air. It particular advantages are that it gives exercise of the large muscular masses that the exercise consists of a great number of small efforts, that it is automatic and does not call for great neural expenditure, in proportion to the amount of work done there is

but little consciousness of fatigue, that the exercise is out of doors, that it is available anywhere, that with it there may be good companionship and varied scenery.

Tolstoy at 70 a Cyclist Enthusiast.

It will doubtless be news to a great many people that Tolstoy, the famous Russian author and philosopher, is an enthusiast on cycling. A representative of Outlook, who had travelled seven thousand miles for the special purpose of interviewing him, gives the following account of his meeting with the great Russian and his talk with him:

The exercises proceeded. Some one—a student of the University of Moscow—was reading a lengthy paper in French (so that all might understand) on Russian literature. He was saying: "Russia has now many writers, but not one of them can touch Tolstoy. He is the glory of Russia." There was a slight commotion at the door. A big, heavily built man, dressed in homespun like a moujik, his boots dirty with the mud of the streets, his big arms hanging loosely at his sides, with a wide nose, thick lips, and small gray eyes on a peasant face, a head set on bulky but slightly stooping shoulders, and a matted gray-white beard—but an indescribable air of power about him—stalked into the room. The "glory of Russia" in person!

He looked about him, shook his head like a lion his mane, and steered directly for the sofa upon which I was sitting. He actually sat down beside me and remarked in a pleasant voice, in French, "Good evening." I gasped. Dare I venture a remark as to the philosophy of "War and Peace" or "The Kreutzer Sonata"? Shades of "Anna Karenina" and "The Resurrection" chased themselves through my consciousness. A strong, resonant voice broke in upon my meditation, and Count Lyoff Tolstoy, of Yasnai Poliana and the world, one of the only two men in Russia with whom the imperial government never interferes, remarked, in perfect, idiomatic English, "This is a very disagreeable month in Russia. I wanted to take a bicycle ride to-day, but the weather prevented. Do you ride a wheel?"

Shades of Ivan the Terrible and Marshal Suwaroff! Here was the "glory of Russia"—well preserved, despite his seventy years—with, by the way, the sentence of excommunication just broken over his head—attired as a moujik, deliberately discussing such mundane affairs as the bicycle, while I, who had come seven thousand miles to see him, gasped and hunted vainly for something to say that would make him divulge some grand precept of philosophy, some world reforming sociological tenet. Finally I managed to make a remark about his books and plans. He waved off the subject deprecatingly. He said that he was not a great writer nor a great reformer. "Some day," he declared positively, "some day some one will come along—perhaps a little woman—and write a Russian 'Uncle Tom's Cabin,' and then all the abuse and oppression will go."

THE MATTER WITH RACING

"Too Much Professional Promoter," one Cause of ill—What Will Help Things.

In years to come the history of cycling will have to deal with the rise and fall of the professional promoter, the man who entered the game in the heyday of its prosperity and robbed it of all its sentimental associations, making of the game a purely mercenary sport, a money making sport for some and a money losing sport for others. In the days of old the clubs and the cycle dealers, one or the other, or perhaps both, combined in every city of any considerable size to promote one meet annually, or perhaps two, one in the fall and one in the spring, or a mid-summer meet.

Not so very long ago, with this a condition, the circuit traveled and traveled, the circuit chasers covering in a season from ten to twenty thousand miles and traveling through one-half the States of the Union. The circuit chasers did not then become an eyesore to any one city, for they did not appear week after week, sometimes once, sometimes twice a week, at the one track. The annual spring meet came in which competed all of the local riders, then followed the great annual national circuit meet, when all of the stars were present to meet the local talent developed in local road and track races, in races in other nearby cities. Perhaps the local favorite was defeated. But what of it? His ambition was fired, and day after day when the circuit chasers had departed he continued work, hard work, too, that he might another year meet the visitors and go away with them a full fledged circuit chaser. Then that particular town—Buffalo, where Bald was king; Dayton, where Kiser was "it"; Louisville, where Kimble held sway; Chicago, where it was Gardiner, Bliss or Lumsden; St. Louis, where Cabanne was the attraction, and countless other cities—became ideal cities for race meets, with a circuit meet certain each season, and probably holiday meets, when the star who had won fame under the very eyes of his admiring townspeople might be spared from his race for the championship to pose in the limelight of local favor for a time.

Those were the days when sixty-five men of the circuit party hailed from sixty-three different cities, by actual census taken in 1895 while following the Ohio circuit. Those were the days when in the circuit party one man was no better than his fellow. But let that man reach his home town for a meet, and each and every circuit man was forced to bow to him in deference to the pride of his fellow townsmen, who worshiped and bowed down to him, and would have it no other way than that he was king in every sense of the word. Proud was the moment when the "star" of the middle 90's reached home for a race meet, and undoubtedly that star slept but little the night be-

fore a race, owing to his anxiety of "win in his own town." Those were achievements which were widely chronicled when they did occur, which was not so often. The circuit men took particular delight in defeating the local star whenever possible, knowing full well that victory meant a match race later for a valuable trophy.

But the professional promoter came in. The Coliseum Circuit was organized, and weekly race meets brought gain to the promoter and lost for the racing man the support of the makers to a large extent, for when the riders confined their riding to the comparatively small Eastern territory or to restricted sections in other parts of the country, the interest locally through the great sections originally covered by the circuit dropped off. With the withdrawal of the support of the makers travelling became too

MORGAN & WRIGHT TIRES
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 ONLY WAY TO CURE
 SOME LEAKY TIRES IS
 TO PUT INNER TUBES IN
 THEM, THUS MAKING
 THEM DOUBLE-TUBE TIRES
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 CHICAGO

NEW YORK BRANCH 1 214-216 WEST 47TH STREET.

expensive, and the racing men hibernated in the East, to the delight of the professional promoters and the everlasting demerit bowwows of the sport.

The tracks constructed by the promoters for weekly racing have served their time or been put out of business by the ever increasing pacing machines, made legal by the frequent alterations of the racing rules. The old days are returning, and people are finding once again that interesting races may be run upon horse tracks, as of old. The local dealers and the cycling clubs have taken on a new lease of life, for their salvation is at hand. The stars will travel, circulating throughout the country, and soon there will be heard of new stars in the firmament, hailing not altogether from Vailsburg and adjacent territory, but from Central Ohio, Michigan, Illinois, Iowa and other Western States.

Road races will develop winners for track meets in the various States; champions of towns, cities, counties and States will be brought forth, spurring on local and State interest, and from the many who will come forth will be evolved new "wonders," new

champions of the country to replace the well known and overworked faces of to-day.

The professional promoter, many of whom never straddled a bicycle, will tell you that he and he alone saved the game; that he magnanimously continued the promotion of the sport at a time when it was dying; that without him the game would have gone to the dogs, and that these are the thanks he received. As far as can be discovered, few promoters ever continued a losing game. When the profits stopped, the racing stopped, sport or no sport, future or no future. The professionals in the promoting line were as hot after "the stuff," and "the stuff" only, as the riders who went after that same "stuff." Pure love of the sport never entered their hearts.

Given oldtime conditions, local enthusiasm everywhere, road races to spur on the youngsters, holiday meets to start them in track work and arouse local interest, and a circuit meet once yearly or twice, cycle racing will thrive once more as it did years ago, bringing an interest in the pastime of a healthier and much stronger and more lasting nature than the feverish state which attacked the patient of old and ultimately weakened him; for it did not kill him, as will be seen in the brighter future.

Canadians in Session.

The twenty-second annual meeting of the Canadian Wheelmen's Association began yesterday at King Edward Hotel, in Toronto, Ont. President W. G. Ayling, of Montreal, presided.

Secretary-Treasurer H. B. Howson's report was the most favorable in the history of the association. Although with the decline of the sporting bicycle club the membership has decreased of late years, this year it has held the same as 1902 and 1903, and, by careful management, the accumulation of liabilities, incidental to publishing the Canadian Wheelman, has been entirely discharged, and the association has a good surplus with no liabilities.

The nominations received to date are that of H. C. Clarke, of Vancouver, B. C., for the office of president, and G. S. Percy, as chairman of the Dominion Racing Board.

Stratford has applied for the Dominion meet to be held on Dominion Day.

The following are the members of the executive committee for the current year, who retire at this convention, and are eligible for re-election: President W. G. Ayling, Montreal, Que.; Past President A. E. Walton, Toronto, Ont.; Vice-President H. C. Clarke, Vancouver, B. C.; Secretary-Treasurer H. B. Howson, Toronto, Ont.; Chairman Transportation Committee Louis Rubenstein, Montreal, Que.; Chairman Membership Committee John F. Race, Toronto, Ont.; Chairman Rights and Privileges Dr. M. G. McIlhinney, Ottawa; Chairman Rules and Regulations E. R. Dransfield, Toronto, Ont.; Chairman Roads and Touring A. W. Campbell, C. E., Toronto; Chairman Dominion Racing Board G. S. Percy, Toronto, Ont.

Exciting Indoor Events at Buffalo.

W. F. Polson and Fred Schudt, both of the Ramblers B. C., divided honors at the indoor games of the Sixty-fifth Regiment of Buffalo, in the Broadway Arsenal, on March 25. Probably the most exciting moment was the scene of Polson and Schudt flashing by the tape at the finish of the five-mile event, with less than six inches separating the front of their wheels. Many thought that Schudt, who has been riding in surprising form all winter, had beaten out his club mate, Polson, but the judges decided in favor of Polson.

Without a doubt the riding of Schudt was the feature of the events. He captured the two-mile handicap in easy fashion, Polson being out through a fall. In the final of the five-mile race, after he had won his trial heat in the fast time of 5:19 3-5, the speedy young Rambler set the pace a good part of the distance. When near the close of the fourth mile, Polson dashed ahead of his field of six riders with Schudt on his rear wheel. The last mile was the fastest seen in many years in the old arsenal. When the bell rang for the final lap both riders set for the tape. Polson swung short in the final turn, giving Schudt a good chance. He saw it and rose on the pedals, crossing the line so close to Polson that the impetus of the drive sent his wheel flying far ahead of Polson's after the tape had been crossed.

Summaries:

Two-mile bicycle race, handicap; four in each to qualify for final.

First heat—A. W. Holmes, Ardells (80 yards), first; Gurney Schue, Cleodoras (110 yards), second; Alfred Mercer, Sixty-fifth Regiment A. A. (90 yards), third; R. J. Hoover, Ramblers (40 yards), fourth. Time, 5:18 4-5. Also ran—Charles Gruber, Cleodoras; Charles McCracken, W. W. C.; T. J. Hanks, Cleodoras, and W. Bauman, Woodbines, fell. Scratched—John Baker, Ramblers.

Second heat—E. J. Hanks, Cleodoras (80 yards), first; Fred Schudt, R. B. C. (scratch), second; W. F. Polson, R. B. C. (scratch), third; C. A. Sliker, Ardells (60 yards), fourth. Time, 5:15 2-5. Also ran—R. S. Lewis, Woodbines; Joseph Nagel, W. W. C. Scratched—A. Baumlcr, Cleodoras; Val Jehle, Sixty-fifth Regiment A. A.

Final heat—Fred Schudt, R. B. C., first; Alfred Mercer, Sixty-fifth Regiment A. A., second; C. A. Sliker, Ardells, third. Time, 5:14 15.

Five-mile open bicycle race; two-mile heats; two in each heat and third in fastest heat to qualify for final.

First heat—Fred Schudt, Ramblers' B. C., first; A. W. Holmes, Ardells, second; William Bauman, Woodbine W. C., third. Time, 5:19 3-5. Also ran—E. J. Hanks, Cleodoras. Scratched—John Baker, R. B. C.; Joseph Nagel, W. W. C.

Second heat—W. F. Polson, Ramblers' B. C., first; R. S. Lewis, Woodbine W. C., second. Also ran—Charles Gruber, Cleodoras. Scratched—Val Jehle, Sixty-fifth Regiment A. A.

Third heat—C. A. Elikor, Ardells, first; R. J. Hoover, Ramblers' B. C., second; Gurney Schue, Cleodoras, third. Time, 5:27. Also ran — Charles McCracken, Woodbines. Scratched—A. Baumlcr, Cleodoras.

Final heat—W. F. Polson, Ramblers' B. C., first; Fred Schudt, Ramblers' B. C., second; A. W. Holmes, Ardells, third. Time, 14:06.

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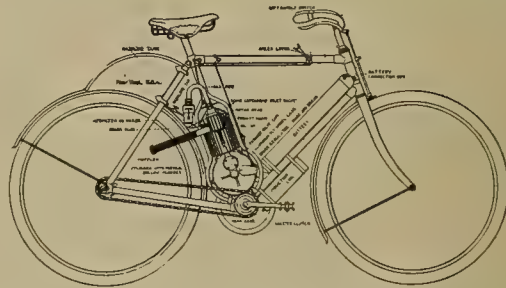
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The Eclipse Machine Co.,

Elmira, N. Y.

Gentlemen:

I am writing you to say that I took your advice and equipped my bike with one of the New Morrow Coaster Brakes in place of the old pattern "Morrow" that I was riding.

Ever since the advent of the coaster brake I have been an enthusiastic endorser of that adjunct to the bicycle, and I have ridden the best and principal brakes on the market so that I know fully what I am talking about when I say that the "New Morrow" is the peer of them all. For ease of action, freedom from tricks, and simplicity of construction, I consider the new brake the very best one to which my attention has been directed. I know it will be a big success.

Yours Respectfully,

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The Eclipse Machine Co. will be pleased to forward to any address some interesting and instructive reading matter bearing on the New Morrow.

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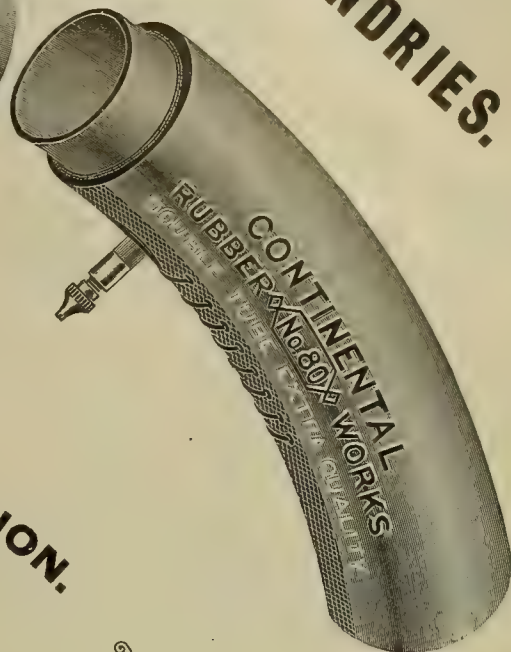
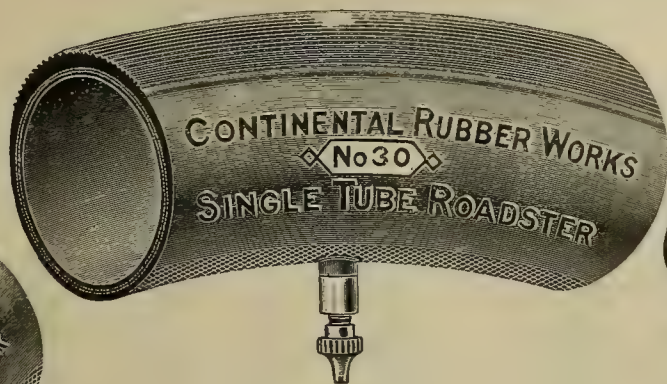
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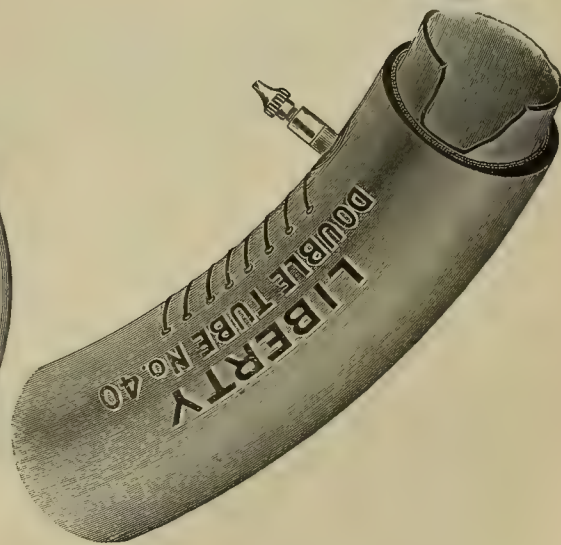
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The Successful Dealer

always makes it a point to handle articles of merit made by concerns with established reputations. He aims to build up his trade by giving the **best value** for money received.

THOR COASTER BRAKE

as well as all of **Thor Products**, are handled by the best and most successful dealers..

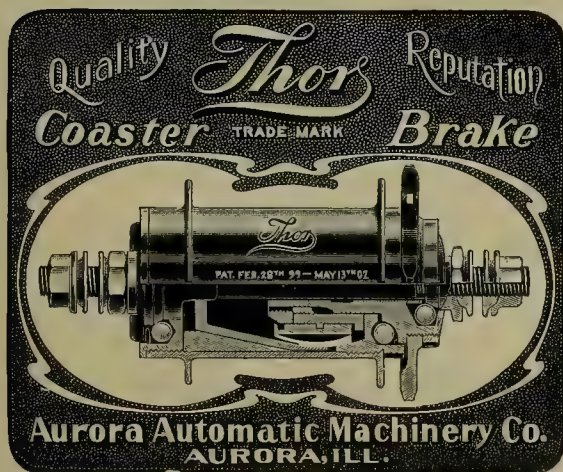
Thor Products

are sold on their merits.

Insist on having

THE VERY BEST.

It costs no more and insures satisfaction.



The Week's Patent.

754,621. Bicycle Gearing. Charles S. Thompson, Elizabeth, N. J., and Hyla F. Maynes, Corning, N. Y. Filed September 2, 1903. Serial No. 171,609. (No model.)

Claim—1. In bicycle gearing the combination with a wheel hub, a stationary axle and a gear stationary on said axle, of a driving sleeve concentrically arranged between the stationary axle and the wheel hub, planetary gears carried by the driving sleeve at one end and in mesh with the gear on said axle, a power transmitting wheel carried by the sleeve at its other end, a second driving sleeve surrounding the first said driving sleeve and provided with an internal gear ring surrounding the said planetary gears and in mesh therewith, a clutch between each said driving sleeve and said hub, and controlling means therefor operated by the power transmitting member.

754,720. Bicycle. Christopher N. Stilson, New York, N. Y. Filed October 28, 1902. Serial No. 129,072. (No model.)

Claim—1. The combination in a bicycle with a shaft, of a driver thereon having a plurality of radial arms, a radially movable member on each arm, a drum adapted to be engaged by said movable member, and a sleeve secured to said drum for carrying a sprocket wheel.

754,823. Automatic Coasting Cycle. Edward A. Smith, New York, N. Y. Filed December 3, 1903. Serial No. 183,684. (No model.)

Claim—1. A frame for cycles and the like, comprising sleeves, horizontal members, inclined members, a vertical member, guide shoes or rollers, seats or saddles, and handles or handle bars; the said horizontal members being situated respectively above and below the plane of the rollers, substantially as herein set forth.

754,929. Internal Combustion Engine for Cycles. Hippolyte Lepape, Paris, France. Filed July 13, 1903. Serial No. 165,373. (No model.)

Claim—1. An internal combustion engine comprising a power cylinder and a pump cylinder arranged in a V shape with their axis at an angle of about 60 degrees to each other, a piston in each cylinder, piston rods and a common crank shaft formed with two cranks at 180 degrees to each other, connected to the respective piston rods, substantially as described and shown and for the purpose set forth.

755,170. Snow Bicycle. John E. Reed, Bessemer, Mich. Filed October 20, 1903. Serial No. 177,728. (No model.)

Claim—The combination with the frame, rear traction wheel and driving gear of a bicycle, of a runner applied to the front fork of said frame, the rear runner having the side brackets, sheath and slot, the straps pivoted to the rear forked ends of said frame and adjustably secured to said brackets the yoke applied to the crank shaft hanger of said frame and having a stem telescoping within said sheath, and the detachable toothed tire applied to the rear traction wheel with its teeth arranged to work through the slot of said runner, substantially as described.

“For pleasure, bicycling is fit to be ranked among the sports of the gods; and for health, Hygeia herself scarce could contrive a rarer recreation.”—Robert H. Chase, A. M., M. D., Superintendent Friends' Asylum for the Insane, Philadelphia Pa.

The Ascendency of PERSONS SADDLES

is in itself evidence of the “return of cycling reason.” Hard, stuffed and unyielding saddles played a prominent part in discouraging the use of bicycles, just as the recognition of the merit and comfort of Persons Suspension Saddles has helped and is helping to “win back” thousands of riders.



The Persons is the saddle of quality. You never find one on a cheap bicycle; the Persons costs too much.

You can tell the quality of a bicycle and the policy of the manufacturer by his readiness or disinclination to respect your order to equip your machine with a Persons.

PERSONS MFG. CO.,
Worcester, Mass.

Denver to Build Eight Lap Track.

It seems to be practically settled that a saucer bicycle track will be built in Denver this spring. J. A. Payment and others have interested enough capital in the scheme to insure the money necessary to construct the track. Mr. Payment has concluded negotiations for a lease on a block of ground just south of the Broadway baseball grounds, on which the track is to be built. It will be patterned after the saucer track at the Salt Palace in Salt Lake City, and probably will

be opened with a meet on Memorial Day, following the big Memorial Day road race. Mr. Payment is negotiating with some of the fastest bicycle cracks of the country to have them take part in the opening meet, and the other races which are to be held during the summer.

The track will be an eight lap affair, and will be built at Sixth and Broadway streets. Mr. Payment says he hopes to have Iver Lawson and other of the American riders now in Australia at the Denver meeting.

Trenton May Have a Track.

Trenton, N. J., may have a modern six or eight lap board cycle track this summer. Jack Prince has been negotiating with some local capitalists there, and it is likely that the plan will go through. There are many pottery factories in the city, which give their employes a day off every Monday. If the track is built races will be held there on Monday nights.



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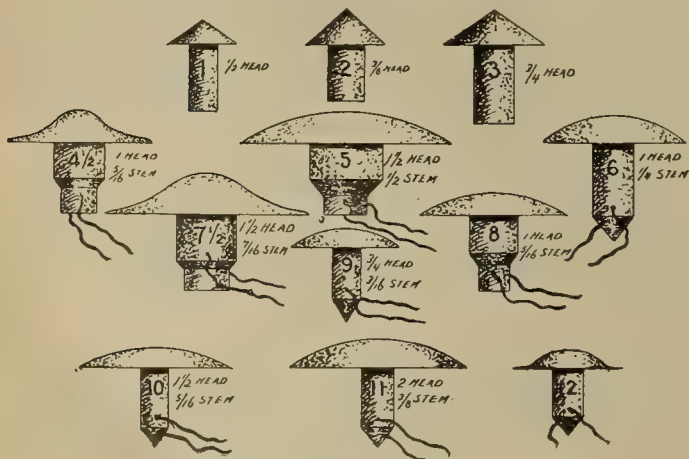
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Rahway,
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"MOTORCYCLES AND HOW TO MANAGE THEM"

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The Only Book of the Sort in Existence

CONTAINS A MINE OF VALUABLE
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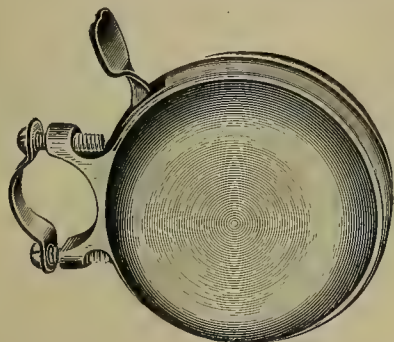
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New requirements have been met as fast as they have arisen—in fact, anticipated, for LIBERTY BELLS are first, as they are best.



30-C, 3 in.
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This bell, intended primarily as a MOTORCYCLE BELL, fully meets the requirements of any ordinance regulating alarms, and on this account is greatly preferable to horns. It is also less liable to breakage and other troubles.



THE STANDARD,
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Gives a loud, clear, musical tone.

Made from the finest bell metal.

Very durable.

LIBERTY BELLS are made of all sizes, and for all uses.

On sale by good jobbers and dealers all over the world.

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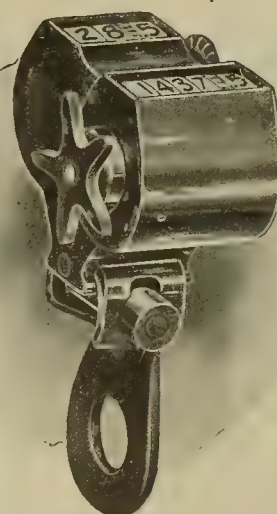
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VEEDER REGULAR.
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are the most interesting attachment ever designed for the bicycle. There are at the present time over a million of them in use. With the name **VEEDER** you are safe in taking accuracy and durability for granted.

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For our constantly increasing European business we have appointed the following cyclometer sales agents: For British Isles, Markt & Co., Ltd., 20 Chapel street, Milton street, London; for Germany, Italy, Switzerland and Russia, Ellis Menke, Frankfurt-on-Main; for France, Markt & Co., Ltd., 76 Rue due Turenne, Paris; for Denmark, Finland, Norway and Sweden, Chr. Achen, Copenhagen; for Austria and Hungary, Robert Siercke, Vienna; for Holland and the Dutch colonies, R. S. Stokvis & Zonen, Rotterdam; for Belgium, Van der Wielen & Schwiebbe, Antwerp.

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Is guaranteed to do the work satisfactorily up to and including 3½ H P. This is one of the most economical vaporizers known and is also very speedy.

This device is used to vaporize the gasoline and mix it with the proper quantity of air to make an explosive mixture. It is so constructed that the admission of air is constant, while the gasoline may be varied at will.



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PRICE, 50 Cents.

Will assist you in starting your engine.

Will prevent missing and allow your engine to operate with spark plugs fouled with cylinder oil and soot.

Will make your plug spark with those points or cracked porcelain.

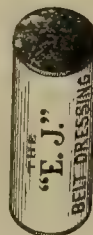
A gap is made in the secondary wiring whereby the current is held back until its volume is increased. When the jump is made at the spark-plug under these conditions, it is intensified to such a degree that it readily jumps between the points regardless of lubricating oil and soot.

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Should have the nickel rubbed over with something to prevent rust.

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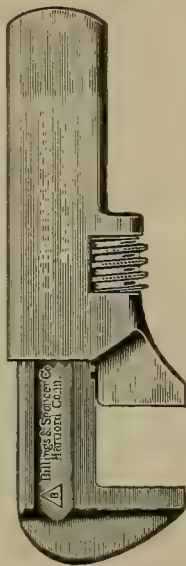
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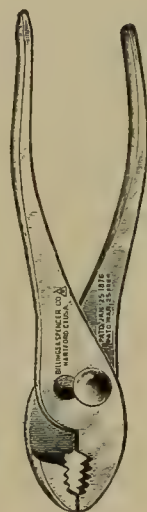
For lubricating, cleaning and polishing, and preventing rust, it stands unique.

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As sturdy as an

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Every one guaranteed by a guarantee that means something.

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are as comfortable as they are lasting.

Years of experience have brought about a perfect blending of

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Oak Saddles are carried in stock by all live jobbers and will be furnished by nearly all manufacturers.

Specify them on your next orders and get the best.

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Wheeler's Ideas on Eating.

H. H. Wheeler, the century rider of Pomona, Cal., who holds many long distance records, is a vegetarian. Furthermore, he eats but two meals a day, and when he starts out on a ride he rarely eats anything until after he has ridden fifty miles. He has ridden many fast centuries with nothing more than a few handfuls of dates to eat. This may be interesting to some riders who stop every ten miles for refreshments.

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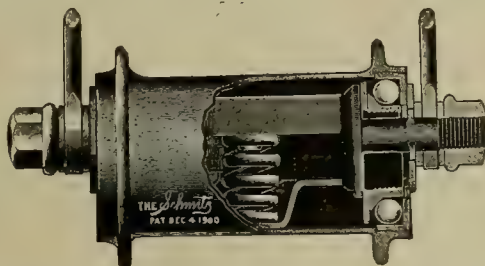
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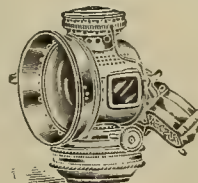
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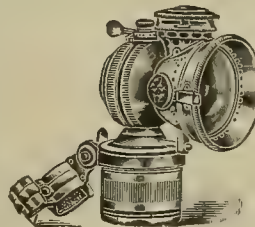
Cycle and Motorcycle
HEADLIGHTS
on wheels this Spring.

The 20th Century



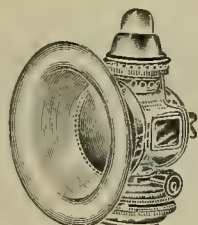
**OIL
BICYCLE
HEADLIGHT**

The 20th Century



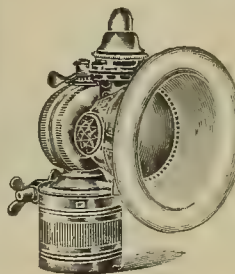
**GAS
BICYCLE
HEADLIGHT**

The 20th Century



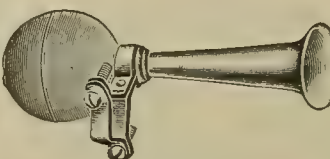
**OIL
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HEADLIGHT**

The 20th Century



**GAS
MOTORCYCLE
HEADLIGHT**

The 20th Century



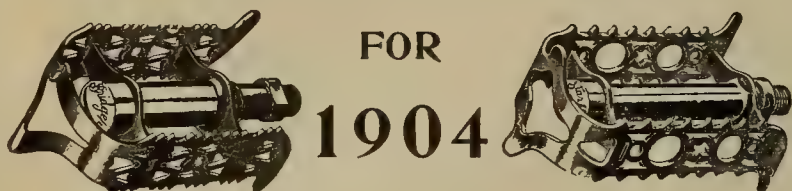
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SOLD BY DEALERS EVERYWHERE.

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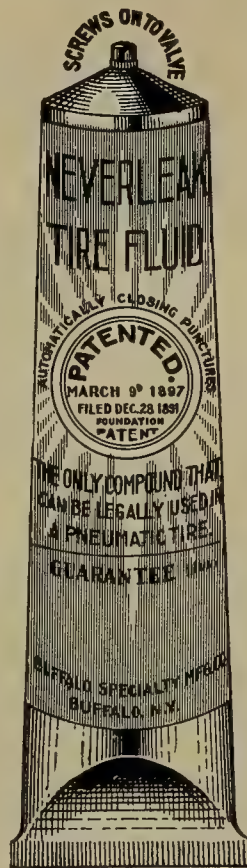
These famous Pedals have surely worked their way to the front. What has overcome all competition? B. G. I. QUALITY—which is better than ever in 1904.

HIGH GRADE BICYCLES REQUIRE HIGH GRADE EQUIPMENT

Every Maker, Jobber, Dealer and Rider knows that B. G. I. PEDALS are Standard. Use them and avoid explanations.

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\$25 REWARD



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Write for Conditions under which the Above Reward will be paid.

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when injected into a bicycle or automobile tire will never evaporate, but is always in liquid form ready to plug up a hole as quickly as it is made. It renders a tire absolutely puncture proof and is particularly guaranteed to preserve the rubber.

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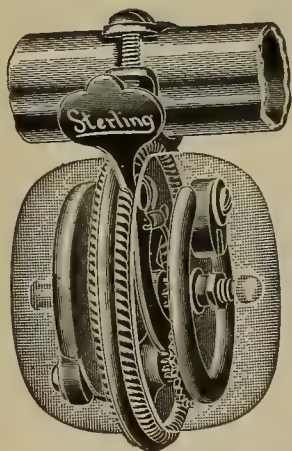
All Jobbers Handle Neverleak.

For Automobile Tires we recommend

Automobile Neverleak.

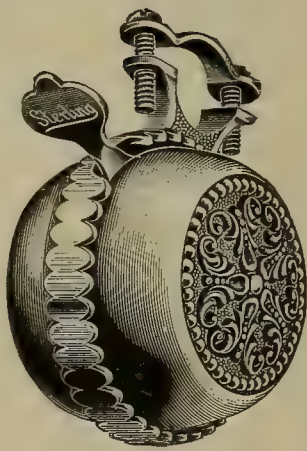
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FIFTY-TWO PAGES

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OF THE

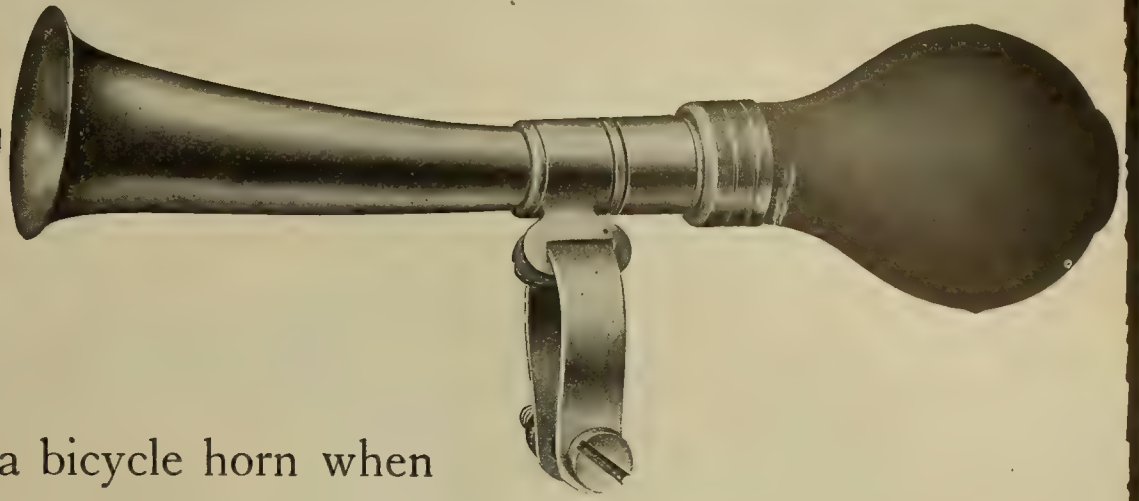
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Embracing 37 Books of Travel.

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*A Thick wall tire made for riders who MUST NOT have tire troubles.
The price is right.*

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THESE BRANDS SELL WELL AND WEAR WELL.

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WANTS AND FOR SALE.

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WANTED—Young man with six years' experience in bicycle business desires position as traveling salesman for reliable Bicycle Manufacturer or Jobber. Southern territory preferred. Familiar with trade in Arkansas, Louisiana and Texas. Good reference furnished. Address X. Y. Z., care of BICYCLING WORLD.

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WANTED—Everyone interested in motor bicycles to purchase "Motocycles and How to Manage Them." Contains 126 pages bristling with information. \$1.00 per copy. For sale by The Goodman Co., 154 Nassau St., New York City.

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If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

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Special Stampings FROM SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.

SPROCKETS.

We supply nearly all the best trade.

PARISH & BINGHAM CO.
CLEVELAND, OHIO.

JOHN S. LENG'S SON & CO.

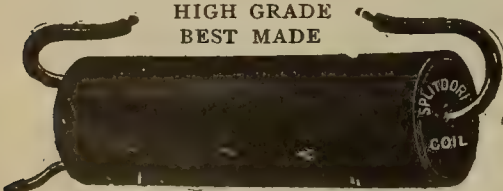
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BICYCLES, TIRES, SUNDRIES.

CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

SPLITDORF SPARK COILS.

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HIGH GRADE

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best equipments.

There is nothing that gives more value for
the money than the use of the

MORSE TWIN ROLLER CHAIN



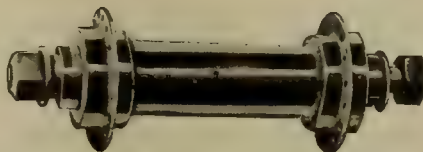
**NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.**

The only chain having **Frictionless
Rocker Joints.** Insist on having the
Morse Twin Roller. Fits regular
sprockets.

Send for Catalogue and
Trade Price to

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HIGH-GRADE BICYCLE HUBS FOR BOTH ROAD and RACING MACHINES.



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PROMPT DELIVERY and GUARANTEED QUALITY.
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JOBBERS OF CYCLE SUPPLIES.

Write for 1904 Catalogue,
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THE KELSEY CO.,

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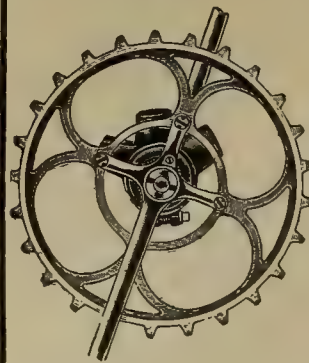
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Seven (7) years have proven the "D. & J." to be the

STANDARD HANGER for High-Grade Wheels.

They are mechanically correct, all bearings being within a sleeve (see cut) and independent of the frame, this important feature every mechanic appreciates, and a thorough trial will convince any Rider that they run easier and will last longer than other hangers.

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"D. & J." HANGERS cost but a little more than "one piece" and other cheap hangers, and it should be as much to the interest of every Agent and Rider to use wheels equipped with "D. & J." HANGERS, as it is to our interest to make the Best Hangers for them to use.

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MUST SELL BELLS.

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**Are the Best Bells
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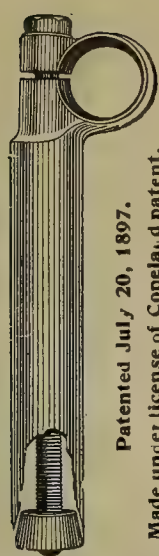
DIAMOND TIRES

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CERTAIN PROFITS

The Diamond Rubber Co.,
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YOU WILL SAVE MONEY
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ORDERING FROM
OUR CATALOGUE
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IT'S
READY NOW
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Protection guaranteed to purchaser.



"Ideal" Handle Bars

For the Season of 1904



will all be made of seamless tube and stems and extensions out of one-piece drop forgings. We are making a specialty of bars for Motor Cycles. All genuine "Ideal" Bar tops and stems are stamped "Ideal." Write for prices and electros.

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No. 3 Appleton Street, - Boston, Mass.

We do Nickel Plating and Metal Polishing
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Smith's Two-Roller Spring Seat Post.

KNOWS NO EQUAL.

Made with

INTERNAL EXPANDER

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At a PRICE the Rider is willing to pay.

Stock carried by

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Manufactured only by

JOS. N. SMITH & CO., Detroit, Mich.

Bicycles-Tires-Sundries



We made our purchases of tires before
the prices advanced and are ready to
share the benefit with our customers.

The prices on our other goods are also of the
interesting sort. May we submit them to you?

Boston Cycle & Sundry Co.,

48 Hanover St., Boston, Mass.

With the quality we give in

Apex Bicycles

we can't afford to take large space to tell much about it.

When we say that the same jobbers and dealers continue to handle APEX wheels year after year, it may give some intimation of the kind of bicycles we make, and the prices at which we sell them.

Our capacity is fairly large, too. Correspondence invited.

APEX WHEEL COMPANY,

ROCHESTER, NEW YORK.



DEALERS, ATTENTION!

You should not only handle a line that will satisfy the most fastidious, but you should aim to supply the public with COMFORTABLE, EASY RUNNING and DURABLE Bicycles. The three old and well known leaders:

**THE FOWLER,
THE MANSON,
THE SHERMAN**

are designed for Utility. There are models to satisfy all.

Write us before taking on your line.

FOWLER-MANSON-SHERMAN CYCLE MFG. CO.
241-249 South Jefferson Street, CHICAGO, ILL.

ONLY THE BEST GOES INTO

INTERNATIONAL
TIRES AND TUBES
INTERNATIONAL
A & V TIRE COMPANY
MILLTOWN, NEW JERSEY

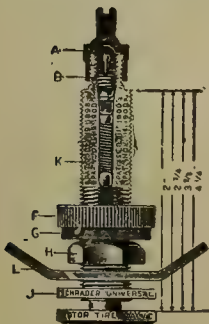
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Trademark Registered April.

SIMPLE AND ABSOLUTELY AIR TIGHT.

MOTOR TIRE VALVES, as shown in cut, are made in four lengths as shown. Cut is exactly half size of the 2 in. valve

SUPPLIED TO THE TRADE BY ALL TIRE MANUFACTURERS.



MANUFACTURED BY

A. SCHRADER'S SON, Nos. 30-32 Rose Street, New York.

If you have not sent \$1.00 for a subscription to . . . **THE MOTORCYCLE MAGAZINE** . . . Do it now. It cannot well fail to interest you.

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Two Books for Motorcyclists

An elementary knowledge of
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"The A B C of Electricity"

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The book is entirely non-technical and
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If you ride or sell,
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"Motorcycles and How to Manage Them"

is the very book you need.

Every page teaches a lesson. Every illustration
"speaks a piece."

And there are 126 pages and 41 pictures, too.

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THE GOODMAN CO., 94-95-96 Tribune Building, New York

TO THE LIVE MAN

interested in cycling who realizes the value of keeping informed
about all that concerns it this blank will be hint enough:

THE GOODMAN COMPANY,

124 Tribune Building, New York.

Enclosed find \$2.00 for which enter my subscription
to the BICYCLING WORLD for one year, commencing
with the issue of.....

Name.....

Address.....

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, April 9, 1904.

No. 2

LEMONT'S COUP

His Successful Motorcycle Experiment That Discomfited "Niggermobiles."

Brown as a berry, B. A. Lemont, of Lemont & Whittemore, Worcester, Mass., turned up in New York on Thursday last, after two months of most interesting and successful experiment in Florida. As was published at the time of his departure in January, he went South to tempt fortune by establishing a motorcycle livery in Ormond, one of the Palmetto State's winter resorts and famed for its wide and marblelike beach. It should be enough—but it isn't—to say that Lemont is going down again next winter. In response to a query he laughingly said he had "shipped home the receipts by freight, the express charges being too steep." Although the native cycle dealers shook their heads and said "impossible," the success of Lemont's venture was assured after the first week. He took with him six or eight Indian motor bicycles, two of them fitted with side carriage attachments. For the former he obtained \$1 and for the latter \$2 per hour, regardless of the length of time they were used.

"They were in almost constant use," Lemont said in telling the story, "and there were days when I could have as easily rented as many more. I'll have them next year.

"Trouble teaching people to ride? Not a bit of it. It was surprising how quickly they caught on. Usually all that was necessary was to show them the operation of the grip control. My machines must have been ridden by fully 300 men of all ages who had never straddled a motor bicycle before, and yet the only damage we sustained was one broken rim and we had to send after but one machine. It had been hired by a fellow half full of whiskey, and he deserted it several miles down the beach. The wide beach, of course, did much to instill confidence in the beginners, and the grip control did the rest; with the side carriage, of course, even the most timid felt secure. At first there was some backwardness and the usual fear of danger, but after I gave the hotel clerks a few rides, and they saw how safe and easy are motor bicycles, they 'did the rest,' and

the guests flocked my way. The 'niggermobiles,' as the slow, African propelled cycle chairs came to be known, lost their popularity thereafter."

The salt air, Lemont says, played hob with every nickelled part and gave the machines a disreputable appearance. Next year all parts will be enamelled or blued. Lemont also had with him a number of bicycles, and in telling how he sold several, said that at one time last month it was impossible to buy a bicycle at Daytona, the more populous town adjoining Ormond, the dealers there refusing to sell them. They carried small stocks and kept their wheels for rental purposes. Lemont says he refused to believe that any dealer would decline to sell a bicycle until after he had spoken to the Day-tonians and they confirmed the report.

Akron Tire Makers Worried.

A large number of Ohio companies are deeply interested in the agitation for the preservation and improvement of the canals of that State. The factories of the B. F. Goodrich Company and the Diamond Rubber Company are located on the banks of the Ohio canal, and if the canals of the State should be done away with, as is being urged, both companies would suffer. All of the water used in the big plants of these companies is secured from the Ohio canal, and they will make a spirited fight to have it retained. Should this canal be done away with by the legislature, it would mean an increase of thousands of dollars annually in the water rent of the companies, which they wish to avoid. There are a number of other factories along the banks of the canal which would also suffer by such action, and the companies have banded together to fight the project. Colonel George T. Perkins, president of the Goodrich Company, has been made chairman of the association for conducting the fight. It is said that the local association will spend a great deal of money in helping carry on the work of the Ohio Canal Association in the interests of the canals.

Pennsylvania Incorporates New York Co.

The Pennsylvania Rubber Co., New York, was this week incorporated at Albany with \$5,000 capital. F. A. Wilcox, Jeannette, Pa.; Jesse Froehlich, New York, and F. P. Hayes, Brooklyn, are named as directors.

KOKOMO IS O. K.

Treasurer Spraker Says Long, Hard Winter has not Affected Their Business.

D. L. Spraker, treasurer of the Kokomo Rubber Co., was among the trade visitors in New York this week. He wore the usual Spraker smile—the satisfied sort.

"Whatever other tire makers may say," he said, in reply to the How's-business query, "we have no complaint to make. Despite the long, severe winter our business up to the end of March was fully up to last year's record, and, of course, the good weather of April will send it away ahead.

"I've been among the trade—the small trade—quite a little during the past few weeks," he continued, "and find a better feeling prevailing nearly everywhere. It is bound to show itself in the season's sales. When a man feels good and is full of confidence it's half the battle."

Mr. Spraker, of course, reported the addition of another wing to the Kokomo plant. That evidence of prosperity has been for so many years an annual occurrence that it has almost come to be expected as a matter of course.

English Exports Still Slumping.

The British exports of cycles and parts, although still large, show a further loss for February. The values aggregate £71,964 (\$359,829), as compared with £80,942 (\$404,710) for February, 1903, a decrease of nearly \$45,000. As the January loss was much greater than this, the year continues to compare badly with 1903. The decrease for the two months is more than \$500,000, a showing that is as disappointing to the British trade as it is unexpected, in view of the growth of export trade which has continued uninterrupted for more than a year.

Arthur Pope Becomes a Pope Director.

Arthur W. Pope, of Boston, a brother of Colonel Albert A. Pope, has been elected a director of the Pope Manufacturing Company. He was chosen at a meeting of the directors of the company held in the New York offices on Wednesday last. He succeeds Samuel C. Winslow, of Worcester, Mass.

WHAT THE TRADE NEEDS

Tire Man Discusses the Subject and Points out the Wise Course.

"In looking over the Spring Number of the *Bicycling World*, with its many features of interest and instruction to riders, it is refreshing to note that the bicycle industry has still an able champion in your periodical, and that your good selves, unlike some others, are still of the belief that there are riders to interest," writes Sales Manager Kelly of the Continental Rubber Works. "We most heartily agree with you, and, further, we believe that the industry has reached its bottom, or rather that it has been improving for the last year, and its condition to-day is better than it has been for some years past. We have heard of tire manufacturers who are positively despondent, but, thank goodness, we are not of the number; we are not only enthusiastic, but elated by the prospects.

"All the bicycle industry needs, to our mind, is unanimity of purpose on the part of the manufacturers, jobbers and dealers; they should bend their efforts in the direction of making and selling products that will be of such a nature as to give pleasure to the user, who, after all, controls the situation, and not break their necks in an effort to cut each other's heart out by methods of fierce price competition, which helps no one but tends to disgust and discourage the rider, who at best can get nothing but poor products under such a system, thereby minimizing the pleasure that he formerly experienced, and causing him to denounce the bicycle and everything connected with it to his friends. Keep up the standard of any article, and you can keep the business of that article alive; kill the standard, and the business will soon die a natural death.

"We believe that the coaster brake has played no small part in helping to increase the interest in the bicycle business, but it is remarkable how few manufacturers market their bicycles complete with coaster brake. Instead they prefer to sell their bicycles at a certain price, charging extra for the coaster brake, when wanted, which immediately puts a damper on the purchaser, who probably would think nothing of paying \$5 extra if it were included in the original price. When called on to pay a specific extra amount for it, if he desires it, it, however, becomes distasteful to him. However, we believe that these matters will right themselves in time, as we further believe that the bicycle will be ridden as long as people have feet to walk with.

"We trust, indeed, that the season which is just dawning will teach us all that it will pay every one connected with the industry to strive to better it instead of demoralize it; we believe also that if the manufacturers will do their part they will have the hearty co-operation of the dealers at large, who are compelled, not from choice, but

from the merciless competition of the manufacturer, to force upon the unsuspecting public products that only tend to check the advancement of everybody connected with the business.

"In closing, we desire to congratulate your staff for the honest and strenuous efforts they have put forth in the interest of the cycling business by devoting the *Bicycling World* exclusively to same, and we know we are not alone when we say, and candidly, that the advertisements we have placed with you have been productive of results for us."

Lowell Dealers go to Court.

George W. Morrison and L. William McKay, both bicycle dealers of Lowell, Mass., are engaged in hot litigation, Morrison charging McKay with slandering his name and competency as a repairman and otherwise injuring his business. Morrison says that prior to 1900 he was engaged in the painting business, but in 1901 he opened a bicycle store. He claims that McKay went to his store on Moody street in 1901 and asked him if he intended to keep on cutting prices. Morrison told him he would run his business to suit himself and sell goods at his own prices.

He claims that McKay told him at the time that he did not understand repairing and had no repairmen in his employ. McKay, he alleges, added that he would undercut him and run him out of business. McKay then sold goods 1 cent lower than Morrison. The latter said that McKay told him he was crazy and did not understand how to run his business. A young man went to Morrison in the summer of 1902 and asked for prices on National cones. Morrison told him, and says that McKay, who was passing the store at the time, became very abusive. McKay charged him with a desire to humbug the people and offered to bet \$50 to \$1 that Morrison could not get National cones at the price which he quoted.

Morrison said he had never worked as a machinist before starting his bicycle store in 1901; that his business at the present is nearly all repairing, as his competitors undersell him. One of the witnesses at the trial was Charles Harmon, who said he had bought a bicycle from McKay, and the latter had told him Morrison could not fix a chainless wheel. In answer to a question Harmon said that Morrison had fixed his bicycle, but the Court ruled out considerable of his testimony on the ground that Harmon was not competent to give testimony in regard to the repairing. The trial was adjourned after Harmon's testimony had been taken.

Turkey Wants Motor Bicycles.

Even Turkey, in which bicycles are but just coming into use, is also interested in motorcycles. Dircan Fabricatorian Bros., of Mamouret-ul-Aziz, who write the *Bicycling World* that "the people here are becoming more and more fond of wheeling," add that they are anxious to introduce the self-propellers, and believe it is possible to do so. They ask for catalogues and quotations.

STRONG FOR HIGH GRADES

Miami Blames Makers not Less Than Dealers for Much Discomfiture.

"It may interest you to know that we have already shipped nearly 1,000 more Pacemakers for 1904 than we had orders booked for them up to same date last year," writes the Miami Cycle & Mfg. Co. "This is somewhat remarkable, considering that the Racycle Pacemakers are the most expensive chain wheels built, and it appears to be an emphatic contradiction to the 'Can't sell anything but cheap wheel' idea that seems to prevail in many sections.

"The riders are learning that it is a waste of money to buy cheap bicycles, even though equipped with the best tires. The dealers are so annoyed by the everlasting complaints and demands for repairs and replacements on the cheap junk which they have been selling that many of them are growing wise to the value of quality rather than price.

"The bicycle business is bound to sift down to the survival of the fittest, in dealers as well as makers, and it is noticeable that the dealers who have advocated and pushed cheap junk, on the get rich quick plan, are the very ones who are dropping out of the game all over the United States, and in falling they usually carry a hammer with them and try to knock the trade, forgetting to censure themselves for their bad business policy in trying to pull down the bicycle business by buying and selling junk at any old price instead of helping to boost it with the best goods at fair prices.

"When manufacturers of high grade bicycles realize the folly of building junk, calling them back number models and unloading them in quantities on small dealers, they will learn that they are also partly responsible for the present condition of the trade, and that the only way in which they can regain their trade is by building high grades only. There is no good money to be made in junk, either by the manufacturers or dealers, and both are cutting their noses off to spite their faces in building and selling anything but high grade goods."

The Retail Record.

Sterling, Ill.—George Decker reopened store.

Falmouth, Mass.—Crocker Cycle Company will reopen store.

Bicycle tags for use in Minnesota were placed on sale on March 29.

Turner's Falls, Mass.—George A. Gove opened shop in Rist Building.

Salem, Mass.—John J. Kelleher reopened store at 201 Washington street.

Brewer, Me.—The Brewer Bicycle Company will reopen store at 65 North Main street.

Oklahoma City, Okla.—The Oklahoma Cycle Co. will remove to 222 West Main street.

Lima, Ohio.—Mullenhour & De Weese succeed F. U. Mullenhour, O. L. De Weese having been admitted to a partnership.

BOIL THE TUBING

English Expert Says it Will Greatly Assist Process of Enameling.

"The term 'enamelling,' as applied to cycling construction, is so well known as to need no explanation, though, doubtless, to one unconnected with these industries, the term gives ideas which are foreign to it," says A. E. Tucker, F. I. C., in a paper on "Enamelling," prepared for the British Cycle Engineers' Institute. "Thus the term 'japanning' would, perhaps, be the more correct word. 'Enamelling' conveys the idea of a solid powder being fused on to the surface of the metal to be coated. The German 'schmelzglas' shows this, and the ordinary dictionary meaning of enamelling is the fusing on to metallic surfaces of varieties of glass of varying degrees of fusibility and opacity, and which are colored by different metallic oxides. It is not, however, my office to ask for new names for the details of the industry, but to discuss the conditions under which enamelling may be most successfully conducted.

The object of enamelling is primarily, I take it, to furnish a coat of material to the steel tubes which will protect them from the action of air and moisture, and which will be tough and not easily chipped or broken off. The second object is the improvement in the appearance of the frames, etc., over that which would obtain when they were not so coated. Air and moisture seem essential and sufficient for the rusting of iron. Rusting is probably due to the effect of carbonic acid in the presence of moisture. Dry air, though laden with carbonic acid, seems inert on iron, while I have known of an instance in which a colliery was suddenly flooded, and where a carpenter's saw and chisel fell to the bottom of the shaft, and on the reopening of the shaft six years after were found quite bright. The water at the great depth was probably free from carbonic acid, and hence the immunity from rust. Many doubtless have wished that the beautiful appearance of a cycle frame fresh from sand blasting or polishing, and intended perhaps for exhibition purposes, could be preserved; but, unfortunately, such a surface is precisely that which is most prone to rust, and a transparent celluloid varnish—the best which could be used—would be but a poor protection from oxidization, and which, if once started, would, of course, show disastrously against the silvery grey. Highly polished steel surfaces, like a razor or the steel beads used in jewellery, resist rusting to a remarkable degree and under conditions where a sand-blasted or polished surface would fail in a few days.

"The primary object of enamelling being to protect the tubes from such oxidization, let us see under what conditions this object will be best obtained. In point of im-

portance, perhaps, the chemical composition and mechanical character of the surface of the tubes comes first, for, obviously, if the foundation on which the enamel is used is not reliable and permanent, the enamel will fail through undercutting; and its inherent porosity, to which I shall refer later on, will bring about defects much sooner than otherwise. In respect to the question of the chemical composition—or, more exactly, the chemical condition of the surfaces of the tubes—let us assume that a tube is taken from stock from the tube warehouse, it is cleaned with emery on the outside only, and given, say, three coats of enamel, and stoved between each coat in the ordinary way. Nothing has been done to the inside of the tube, which more often than not is badly rusted, and which rust forms a carrier of moisture and carbonic acid to the substance of the tube; rusting therefore proceeds unchecked, and with thin gauges may soon find its way to the outside surfaces and undercut the enamel, which soon peels off. The reality of the porosity is not nearly recognized as it should be by makers of enamels and by users, but a very simple experiment will show that a film of enamel is, like a disc of indiarubber, or, in a less degree, like a disc of leather, really a porous septum, and so capable of allowing the passage of vapors which may act chemically on the steel. If a film of ordinary enamel be got by pouring on to a clean glass plate, after drying it will either strip off unaided or can easily be detached, and if such a film be fixed to the flange of a glass bottle or jar containing pure water, on exposure to an atmosphere containing ammonia or acid vapor, the ammonia or acid may soon be detected in the water. Similarly the ordinary effects of diffusion through such a film may be readily shown.

Two points affecting the practice of enamelling arise, therefore, out of these results. The one is the ordinary condition of the tube as received from the tube works, and the second is the fact that the porosity of the coating of enamel is only a question of degree.

Many years ago the Bower-Bariff process was introduced with the view of preventing the rusting of iron. Is this process the goods were rusted, and on over-rusting and baking the oxide so formed in the presence of steam a higher oxide was got which could not absorb more oxygen, and therefore, under normal conditions, afforded a perfectly protective surface. The process was in operation in this district, and the rich bronze effect on iron medallions, etc., was very artistic. Culinary articles so treated also gave great satisfaction, but—the inevitable "but" came in—the coating would not stand bending or chipping, and if it were broken or chipped, undercutting set in, and the article was perhaps worse than the untreated article.

The chemical reactions involved in this process can, however, be cheaply, easily and advantageously applied for removing or kill-

ing the rust, which, as already explained, is so fertile a source of defects in enamelled frames. I therefore attach great importance to this preliminary treatment of the tubes before they are built into frames, as after they are built, no such opportunity occurs. Tubes are sometimes received from the makers in the annealed state, and so are thickly rusted in the inside, and often no attempt is made to get rid of it. The method I recommend is simply well boiling all tubes for frames in plain water. The rust takes up a further amount of oxygen and becomes dead black, and if the work is successively rusted and boiled, with slight variations, into which for present purposes it is not necessary for me to enter, quite a thick coating of black oxide ensues, which, on rubbing with thin oil, has a beautiful appearance, and resists rusting to a remarkable degree. I have seen a gun-lock which I was informed had lain in a jungle swamp for some ten years, and which did not show a sign of rust. Appearances, however, are not in question, as it is not easy or necessary to so black the built-up frame, and one such boiling is sufficient to convert any rust on the inside of the tubes into the black oxide previous to building them into frames. The water should be frequently changed in this boiling process, as lime salts would otherwise accumulate which would interfere with results. After the tubes are so treated they are built into frames which are filed up and polished in the ordinary way, and it is at this point that the enamelling department receives them.

Corbin's Newest Coaster Brake.

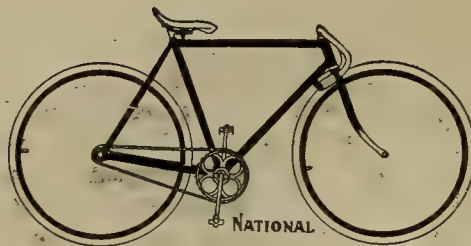
To meet a demand, the Corbin Screw Corporation is now making a special Corbin Duplex coaster brake, adapted to motorcycles having a wide chain line. Its length over all, outside the cones, is 5 11-16 inches; distance between flanges, 2 1/8 inches; diameter of hub barrel, 1 9-16 inches; diameter of axle, 7-16 inch. The chain line on this hub is 2 1/4, 2 3/8 or 2 1/2. It is made extra heavy, and is now being used by two or three manufacturers who require an extra wide brake, and they report that it is giving excellent satisfaction.

No Pessimism in Reading.

Down Reading way, where the Reading Standards come from, they are wearing broad smiles. Sales Manager Mattern of the Reading Standard Co. states that, although their business last year exceeded by 60 per cent their business of 1902, they have already this season eclipsed the record of 1903.

India Rubber Co. Add a New Tire.

The India Rubber Co., New Brunswick, N. J., has added another tire to its line—the Onward, as the newcomer is termed. It is a single tube, of course, and, in the words of the makers, "is as near a guaranteed as we can make it."



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NEW YORK, APRIL 9, 1904.

The Motorcyclists' Victory.

It is fair to write the Hill-Cocks law, passed this week by the New York legislature, as the motorcyclists' "Liberty bill." It lifts from them the galling yoke which the bill imposes on automobilists, and which they themselves partly fashioned. They appear too willing to bear any load—to sacrifice many rights precious to freemen for the mere license of speed. How heavy is the burden the bill, printed in another column, is sufficient evidence.

The motorcyclists of New York State should rejoice that they are possessed of such an advocate and defender as the fledgling Federation of American Motorcyclists proved itself in this, its first big battle—one that was imperiled by haste and inconsideration on the part of the automobilists, causing a change of plans and the making of the best of a bad and unexpected bargain. The motorcyclists of other States cannot but share the feeling of pride and gratefulness.

The value and influence of New York's action will be felt far beyond its borders.

The F. A. M. has worthily proved its title to the support of all in whom the spark of gratitude is alive. It is to be hoped that they will extend it, and thus help the organization to extend the field of usefulness on which it is but just entering. Similarly it is hoped that motorcyclists will so conduct themselves as to facilitate this work by having regard for the law and the public.

Scorching is entirely too prevalent and must be suppressed at all costs if the position attained is to be maintained. The Federation officials to whose quiet and effective work, which began last October and to which the "Liberty bill" is due, are pledged to lend themselves to its suppression, and as they are not seeking either applause or personal popularity it is not impossible that their pledge will take the shape of strenuous reform from the inside. Motorcyclists should have a care and render action of the sort unnecessary.

The Extending of Credit.

In these days of small margins no concern can afford to take much risk. Consequently credits are scrutinized closely, and extended only when they are fully warranted by existing conditions. Even a small mistake is serious, and every effort is made to avoid it.

As is well known, many dealers are to-day struggling along with limited—many with insufficient—capital. If they are able to make both ends meet, to make a modest living and close the year with a balanced ledger, they are very fortunate. Frequently the best they can do is to carry over a few small balances, to be attended to when the succeeding season opens.

There are few concerns that will not extend a helping hand to valued customers who may find themselves in this predicament. They would prefer a cash settlement, of course, but, failing that, usually arrange the matter by taking a short note or even by permitting the matter to remain an open account. At any rate, they do not waste time trying to collect during the close season; experience has shown the futility of that.

When spring approaches, however, and the debtor dealer wishes to stock samples of the current season's machines, an interesting question arises. Shall credit be extended for new goods and an account opened before the old account is settled? Many of the best concerns will answer this question in the negative. They will contend that the soundest business policy demands that the old account

shall be liquidated before the new one begins its term. If a contrary course is pursued a bad precedent will be set and the debtor encouraged in habits of unreadiness and dilatoriness.

It must be confessed that logic and reason are on this side of the matter. But it is equally indubitable that there is another and quite as forceful an aspect. You can't get blood out of a stone, as a homely old saw declares, and if the debtor can't pay until he makes collections or does some business, how in the world is he going to do so if he can't get goods to do the business with? Even the smallest dealer must have a few samples in stock, and the absence of them is a pretty sure indication that there is something wrong. A merchant's trade, no less than his credit, is a very sensitive thing, and it will quickly fly away if the rumor gets abroad that the business is not to be continued. A prospective purchaser may have plenty of sympathy for the dealer who is denied needed credit, but he is not likely to have any increase of desire to purchase at that store on account of his sympathy.

Even on the theory that more money must be risked to get back that already risked, a slight loosening of the credit strings is sometimes desirable. There must be confidence in the debtor by his customers before he can recoup himself and qualify to pay his debts.

Featuring a "Special" Model.

Not for a number of years has there been apparent such a general tendency on the part of makers to feature certain models, with the object of concentrating attention on them and making them leaders. That the move is a wise one no one familiar with the history of the industry, or indeed of the principles of merchandising, will even question.

As all dealers know, the "special" machine was always the favorite bait of astute tradesmen when angling for difficult customers. The average man wants a standard, and it is useless to waste time on him; the thing to do is to sell him the current season's regulation machine, secure in the belief that he will be far better satisfied than if he had been swung over to a "special." But the average man is easy to deal with, while just the contrary is the case with the exceptional man. He wants something out of the ordinary—something that will stand out from the ruck and mark him as a rider of originality if not of discrimination.

At different periods the full nickelled machine was a trump card with such riders.

The glittering wheel had a limited popularity, both in the time of the ordinary and of the safety. The extra charge for it counted for little or nothing. The rider who wanted a nickelled machine never hesitated on account of a few dollars extra. When the novelty wore off it was quickly dropped.

But the difference between a "special" and a "standard" was much more than a matter of finish. For a great many years the matter of weight was one of the chief points of difference. The special was a light roadster, and as a consequence contained many refinements and constructional details lacking on the regular models. But with the culmination of the light weight movement—which came about 1893 or 1894—that, too, passed, and a new line of operations had to be started upon. It was then that a type of machine, of which the once famous Cleveland Swell Special was a good exponent, as well as probably the first of the type to appear, began to be prominent. It was not necessarily lighter than the other models—in fact, it was often a little heavier—and it did not depend on finish to distinguish it. Clever designing marked it, clever in that it was made to stand out clear and distinct without its lines departing entirely from those of the remaining models. The effort of the designer was to produce a machine that would be the forerunner of the next season's standard model, thus giving the rider the impression that he was a year ahead of the game. The Swell Special referred to was the avant courier of the machines with big tubing which ruled from 1895 to 1900.

At the present time the task of producing a leader of this kind is exceedingly difficult, and most of those now being shown differ only slightly from the regulation machines. So great is the uniformity of pattern, which has long been a detriment to the selling end of the business, however satisfactory it may be to the factory end, however, that even these slight differences go far toward accomplishing the desired purpose. There are plenty of people who contemplate the purchase of a new machine—perhaps have done so for a year or two—but who want something different either from what they have or from the machines that have become familiar. They need some special feature to impel them to buy—an excuse, if you will, to abandon the old machine for something that is not to all intents and purposes a duplicate. In short, they want a change, and the desire for it is tremendously sharpened by the monotony which has prevailed for so long.

Fortunately, nearly all dealers have machines which fill the bill. Not for a long time has the determination of makers to offer "specials" been so great as now.

To Start Season Right.

Start the season right. Get your machine out and go over it to see that everything is shipshape. Clean it thoroughly externally, so you can get at it to examine the internals. Look to the adjustments. See that all the nuts, bolts, screws, etc., are tight, driving them home with a wrench or screwdriver.

Next take up the bearings. If confidence is felt that there is nothing wrong with them they may be dismissed with a lubrication and an adjustment. But if any doubt is entertained on this point it is best to examine them and learn just how the matter stands. The best plan is to turn the job over to a competent repairman, but a rider of ordinary mechanical ability and some experience can see for himself if anything is the matter. If the bearings, when taken apart, show no serious amount of wear or other injury they can be put together again, first taking advantage of their being open to place the lubricant directly on the balls. Then adjust until there is neither sideshake nor binding at any point. To make sure of this turn the wheel or crank hanger around and test it in a number of positions; for the cup or cone may be "out of round" and the defect not reveal itself at first.

If the wheels are out of true, or there are broken or loose spokes in them, the best thing is to have a repairer go over them and put them in good shape. Any trouble of this sort at the beginning of a season will speedily become worse as the machine is ridden, and the repairing of it will become a bigger job. It is well, too, to examine the rims closely to see that there is no indication of a split or other defect.

The tires should receive an extra share of attention. If the rider has a good memory he will recall whether there was any small puncture when the machine was put away. If not, the tires should be gone over and the plugs, if there are any, examined and even tested in water to see that they do not leak. Then the valve should undergo a similar test, and an extra one to see that the tire has not crept sufficiently to pull the valve askew and eventually cut it or even shear it off. Lastly, the fastening of the tire, if of the cemented type, should be looked to. Cement sometimes loses its life and leaves the tire held on the rim almost entirely by inflation. It is frequently a good plan to take the tire off and re-cement it.

Motorcycles Safe in Rhode Island, too.

The Kane automobile bill that was pending in the Rhode Island Legislature, and which specifically included motorcycles in its provisions has been "killed." The Federation of American Motorcyclists and the Providence Motorcycle Club joined in the opposition to it. The defeat of the measure is better than any law that might have been passed, as only the general highway laws applying to all vehicles are now in force, which laws are amply sufficient for all purposes.

Lawson and McFarland Home Again.

Iver Lawson, Floyd McFarland, Orlando Stevens and Hardy Downing arrived yesterday at San Francisco on the steamship Ventura from Australia. They were accompanied by C. D. Bolles, the trainer who made the round trip with the quartette. Unless Lawson is willing to pay the fine of \$125, which was the option given him by the Australian governing body, he will not be able to race in this country until June 4, when his three months' suspension for fouling Major Taylor expires.

To Fix F. A. M. Annual Meet.

A meeting of the executive committee of the Federation of American Motorcyclists has been called for Wednesday, April 28, next, in this city. Among other things, the date and place for the annual meet probably will be selected. It is certain that the F. A. M. will hold a two days' tournament at the St. Louis Exposition, but whether this will be made the annual jollification and business meeting is in doubt.

Bargett Beaten in Paris.

Walter Bardgett, of Buffalo, was defeated in the first race in which he rode after arriving in France. He was matched against Piard for a best-two-in-three-heats affair, but the Frenchman won in straight heats. They met at the opening of the outdoor season at the Buffalo Velodrome at Neuilly-sur-Seine, Paris.

Walthour Wins in Germany.

Bobby Walthour continues on his victorious way in the motor-paced branch of racing in Europe. On Sunday last, at the Sports Park, Friednau, he won a fifty kilometer (31 miles and 440 yards) race from Robl, the German holder of the European championship, and Ryser, Bouisson, Salzmann and Demke.

Ellegaard Wins at Last.

Ellegaard, the Danish champion, has been racing in Paris during the winter, but up to March 24 had failed to win a first prize. On that day, however, he rode in an invitation scratch race at the Buffalo Velodrome against a good field, and won the final heat from Walter Rutt and Mayer, both of Germany.

Apparently the talk of a reviving interest is not idle, in Baltimore, Md., at least. The Patterson Wheelmen, of that city, on last Sunday took out sixty-eight members on their first run of the season.

MOTORCYCLES SAFE

New York Legislature Passes Bill Freeing Them From Fees, Tags and Other Automobile Meshes—F. A. M.'s Victory Sets Valuable Precedent.

The Hill-Cocks bill was passed by the New York Assembly on Thursday last. The Senate having acted favorably the week previous, the bill now only requires the Governor's signature to become a law; there is no doubt that the Governor will sign it.

The passage of the bill is a momentous victory for the Federation of American Motorcyclists, and is of momentous interest to motorcyclists everywhere. It divorces motorcycles from automobiles, establishing a precedent that is beyond price and that will facilitate legislative work in every State. It is akin to the "Liberty bill," which the L. A. W. so valiantly passed in this State some fifteen years ago. The law will not only conserve the right of motorcyclists to use the cyclepaths and accord the other privileges available to cyclists, but it is in defining what motorcyclists do not have to do that it is far-reaching and lifts a big burden.

They will not be required to pay the \$2 registration fee, nor to file the statement or carry the two numbered tags, which are required of automobilists, and dealers in motorcycles are not obliged to purchase a supply of metal seals for use on demonstration machines, as must those who handle automobiles. It prevents fines up to \$100 for a first offense, fines of not less than \$50 and up to \$100 or imprisonment for a second violation of the law, and fines of not less than \$100 and up to \$250 and—note the "and"—imprisonment for a third or subsequent offense, to all of which automobilists are subject.

The bill as passed is not exactly what the F. A. M. had originally projected. The officials had designed to introduce a bill of their own, and their counsel, Hon. James D. Bell, was at work on it when the automobilists' organization, without notice and in violation of agreement, drafted and introduced the Hill-Cocks measure, which then included motorcycles in its provisions. How Chairman Schwalbach, of the F. A. M. Legal Action Committee "bared the lion" and "read the riot act" to the automobilists is a matter of recent history. The automobilists inserted the motorcycle exempting clause in the bill and the F. A. M. then gave it support and played an active part in effecting its passage, the legislators having no small respect for the cycling votes, indeed, most of them and their families are themselves cyclists.

The bill in full is as follows:

Section 1. Subdivision 1. Short title.—The short title of this act shall be the "motor vehicle law." Except as otherwise herein provided, it shall be controlling, (1) upon the registration and numbering of motor vehicles and chauffeurs, (2) on their use of the

public highways, and (3) on the penalties for the violation of any of the provisions of this act.

Subdivision 2. Definition.—The words and phrases used in this act shall, for the purposes of this act, unless the same be contrary to or inconsistent with the context, be construed as follows: (1) "motor vehicle" shall include all vehicles propelled by any power other than muscular power, excepting such motor vehicles as run only upon rails or tracks, provided that nothing herein contained shall, except as provided by subdivision four of section three of this act, apply to motorcycles, motor bicycles, traction engines or road rollers; (2) "public highways" shall include any highway, county road, State road, public street, avenue, alley, park, parkway, driveway or public place in any city, village or town; (3) "closely built up" shall mean, (a) the territory of a city, village or town contiguous to a public highway which is at that point built up with structures devoted to business, (b) the territory of a city, village or town contiguous to a public highway not devoted to business, where for not less than one-quarter of a mile the dwelling houses on such highway average less than one hundred feet apart, and also (c) the territory outside of a city or village contiguous to a public highway within a distance of one-half mile from any postoffice, provided that for a distance of at least one-quarter of a mile within such limits the dwelling houses on such highway average less than one hundred feet apart, and provided further that the local authorities having charge of such highway shall have placed conspicuously thereon signs of sufficient size to be easily readable by a person using the highway, bearing the words "Slow down for ten miles," and also an arrow pointing in the direction where the speed is to be reduced; (4) "local authorities" shall include all officers of counties, boroughs, cities, villages or towns, as well as all boards, committees and other public officials of such counties, boroughs, cities, villages or towns; (5) "chauffeur" shall mean any person operating a motor vehicle as mechanic, employe or for hire.

Section 2. Subdivision 1. Filing statement.—Every person hereafter acquiring a motor vehicle shall, for every vehicle owned by him, file in the office of the Secretary of State a statement of his name and address, with a brief description of the vehicle to be registered, including the name of the maker, factory number, style of vehicle and motor power, on a blank to be prepared and furnished by such secretary for that purpose; the filing fee shall be two dollars.

Subdivision 2. Registration and record.—The Secretary of State shall thereupon file such statement in his office, register such motor vehicle in a book or index to be kept for that purpose, and assign it a distinctive number.

Subdivision 3. Registration seal.—The Secretary of State shall forthwith on such registration, and without other fee, issue and deliver to the owner of such motor vehicle a seal of aluminum or other suitable metal, which shall be circular in form, approximately two inches in diameter, and have stamped thereon the words "Registered motor vehicle, No. —, New York motor vehicle law," with the registration number inserted therein; which seal shall thereafter at all times be conspicuously displayed on the motor vehicle, to which such number has been assigned.

Subdivision 4. Owners previously registered.—If the vehicle has been previously registered, the certificate issued thereon shall be returned to the Secretary of State and in

lieu thereof such secretary shall issue to said owner a registration seal containing the number of such previous registration, upon payment of a fee of one dollar. Upon the sale of a motor vehicle, the vendor, except a manufacturer or dealer, shall, within ten days, return to the Secretary of State the registration seal affixed to such vehicle.

Subdivision 5. Display of registration number.—Every motor vehicle shall also at all times have the number assigned to it by the Secretary of State displayed on the back of such vehicle in such manner as to be plainly visible, the numbers to be in Arabic numerals, black on white ground, each not less than three inches in height, and each stroke to be of a width not less than half an inch, and also a part of such number the initial letters of the State in black on white ground, such letters to be not less than one inch in height.

Subdivision 6. Registration by manufacturers or dealers.—A manufacturer or dealer in motor vehicles shall register one vehicle of each style or type manufactured or dealt in by him, and be entitled to as many duplicate registration seals for each type or style so manufactured or dealt in as he may desire on payment of an additional fee of fifty cents for each duplicate seal. If the registration seal and the corresponding number shall thereafter be affixed to and displayed on every vehicle of such type or style as in this section provided, while such vehicle is being operated on the public highways, it shall be deemed a sufficient compliance with subdivisions one, three, five and eight of this section, until such vehicle shall be sold or let for hire. Nothing in this subdivision shall be construed to apply to a motor vehicle employed by a manufacturer or dealer for private use or for hire.

Subdivision 7. Fictitious seal or number.—No motor vehicle shall be used or operated upon the public highways after thirty days after this act takes effect which shall display thereon a registration seal or number belonging to any other vehicle, or a fictitious registration seal or number.

Subdivision 8. Unregistered vehicle not to be operated.—No motor vehicle shall be used or operated upon the public highways after thirty days after this act takes effect, unless the owner shall have complied in all respects with this section, except that any person purchasing a motor vehicle from a manufacturer, dealer, or other person after this act goes into effect shall be allowed to operate such motor vehicle upon the public highways for a period of five days after the purchase and delivery thereof, provided that during such period such motor vehicle shall bear the registration number and seal of the previous owner under which it was operated or might have been operated by him.

Subdivision 9. Exemption of non-resident owners.—The provisions of this section shall not apply to motor vehicles owned by non-residents of this State, provided the owners thereof have complied with any law requiring the registration of owners of motor vehicles in force in the State, territory or federal district of their residence, and the registration number showing the initial of such State, territory or federal district shall be displayed on such vehicle substantially as in this section provided.

Section 3. Subdivision 1. Speed permitted.—No person shall operate a motor vehicle on a public highway at a rate of speed greater than is reasonable and proper, having regard to the traffic and use of the highway, or so as to endanger the life or limb

of any person, or the safety of any property; or in any event on any public highway where the territory contiguous thereto is closely built up, at a greater rate than one mile in six minutes, or elsewhere in a city or village at a greater rate than one mile in four minutes, or elsewhere outside of a city or village at a greater rate than one mile in three minutes; subject, however, to the other provisions of this act.

Subdivision 2. Speed at crossings, et cetera.—Upon approaching a bridge, dam, sharp curve, or steep descent, and also in traversing such bridge, dam, curve or descent, a person operating a motor vehicle shall have it under control and operate it at a rate of speed not exceeding one mile in fifteen minutes, and upon approaching a crossing of intersecting highways at a speed not greater than is reasonable and proper, having regard to the traffic then on such highway and the safety of the public.

Subdivision 3. Meeting horses, et cetera.—Upon approaching a person walking in the roadway of a public highway, or a horse or horses, or other draft animals, being ridden, led or driven thereon, a person operating a motor vehicle shall give reasonable warning of its approach, and use every reasonable precaution to ensure the safety of such person or animal, and, in the case of horses or other draft animals, to prevent frightening the same.

Subdivision 4. Stopping on signal.—A person operating a motor vehicle or motorcycle or motor bicycle shall, at request or on signal by putting up the hand, from a person riding, leading or driving a restive horse or horses or other draft animals, bring such motor vehicle, cycle or bicycle immediately to a stop, and, if travelling in the opposite direction, remain stationary so long as may be reasonable to allow such horse or animal to pass, and, if travelling in the same direction, use reasonable caution in thereafter passing such horse or animal; provided that, in case such horse or animal appears badly frightened or the person operating such motor vehicle is requested so to do, such person shall cause the motor of such vehicle, cycle or bicycle to cease running so long as shall be reasonably necessary to prevent accident and insure the safety of others.

Subdivision 5. Giving name and address.—In case of accident to a person or property on the public highways, due to the operation thereon of a motor vehicle, the person operating such vehicle, shall stop, and, upon request of a person injured, or any person present, give such person his name and address, and, if not the owner, the name and address of such owner.

Subdivision 6. Speed tests and races.—Local authorities may, notwithstanding the other provisions of this section, set aside for a given time a specified public highway for speed tests or races, to be conducted under proper restrictions for the safety of the public.

Section 4. Subdivision 1. Rules of the road.—Whenever a person operating a motor vehicle shall meet on a public highway any other person riding or driving a horse or horses or other draft animals, or any other vehicle, the person so operating such motor vehicle shall seasonably turn the same to the right of the center of such highway so as to pass without interference. Any such person so operating a motor vehicle shall, on overtaking any such horse, draft animal or other vehicle, pass on the left side thereof, and the rider or driver of such horse, draft animal or other vehicle shall, as soon as practicable, turn to the right so as to allow free passage on the left. Any such person

so operating a motor vehicle shall at the intersection of public highways, keep to the right of the intersections of the centers of such highways when turning to the right and pass to the right of such intersection when turning to the left. Nothing in this subdivision shall, however, be construed as limiting the meaning or effect of the provisions of section three of this act.

Subdivision 2. Brakes, lamps, horns, et cetera.—Every motor vehicle while in use on a public highway shall be provided with good and efficient brakes, and also with a suitable bell, horn or other signal and be so constructed as to exhibit, during the period from one hour after sunset to one hour before sunrise, two lamps showing white lights visible within a reasonable distance in the direction toward which such vehicle is proceeding, showing the registered number of the vehicle in separate Arabic numerals, not less than one inch in height and each stroke to be not less than one-quarter of an inch in width, and also a red light visible in the reverse direction.

Subdivision 3. Local ordinances prohibited.—Subject to the provisions of this act, local authorities shall have no power to pass, enforce or maintain any ordinance, rule or regulation requiring of any owner or operator of a motor vehicle any license or permit to use the public highways, or excluding or prohibiting any motor vehicle whose owner has complied with section two of this act from the free use of such highways, except such driveway, speedway or road as has been or may be expressly set apart by law for the exclusive use of horses and light carriages, or except as herein provided, in any way affecting the registration or numbering of motor vehicles or prescribing a slower rate of speed than herein specified at which such vehicles may be operated, or the use of public highways, contrary to or inconsistent with the provisions of this act; and all such ordinances, rules or regulations now in force are hereby declared to be of no validity or effect; provided, however, that the local authorities of cities and incorporated villages may limit by ordinance, rule or regulation hereafter adopted the speed of motor vehicles on the public highways, on condition that such ordinance, rule or regulation shall also fix the same speed limitation for all other vehicles, such speed limitation not to be in any case less than one mile in six minutes in incorporated villages, and on further condition that such city or village shall also have placed conspicuously on each public highway where the city or village line crosses the same and at every point where the rate of speed changes, signs of sufficient size to be easily readable by a person using the highway, bearing the words "Slow down to — miles" (the rate being inserted) and also an arrow pointing in the direction where the speed is to be reduced or changed, and also on further condition that such ordinance, rule or regulation shall fix the penalties for violation thereof similar to and no greater than those fixed by such local authorities for violations of speed limitation by any other vehicles than motor vehicles, which penalties shall during the existence of the ordinance, rule or regulation supersede those specified in section six of this act, and provided further, that nothing in this act contained shall be construed as limiting the power of local authorities to make, enforce and maintain, further ordinances, rules or regulations, affecting motor vehicles which are offered to the public for hire.

Subdivision 4. Parks, parkways and cemeteries excepted.—Local authorities may, notwithstanding the provisions of this act,

make, enforce and maintain such reasonable ordinances, rules or regulations concerning the speed at which motor vehicles may be operated in any parks or parkways within a city but, in that event, must, by signs at each entrance of such park and along such parkway, conspicuously indicate the rate of speed permitted or required, and may exclude motor vehicles from any cemetery or grounds used for the burial of the dead.

Subdivision 5. No effect on right to damages.—Nothing in this act shall be construed to curtail or abridge the right of any person to prosecute a civil action for damages by reason of injuries to person or property resulting from the negligent use of the highways by a motor vehicle or its owner or his employe or agent.

Section 5. Subdivision 1. Filing chauffeur's statement.—Every person hereafter desiring to operate a motor vehicle as a chauffeur shall file in the office of the Secretary of State, on a blank to be supplied by such secretary, a statement which shall include his name and address and the trade name and motive power of the motor vehicle or vehicles he is able to operate; and shall pay a registration fee of two dollars.

Subdivision 2. Chauffeur's registration and record.—The Secretary of State shall thereupon file such statement in his office, register such chauffeur in a book or index to be kept for that purpose, and assign him a number.

Subdivision 3. Chauffeur's badge.—The Secretary of State shall forthwith, upon such registration and without other fee, issue and deliver to such chauffeur a badge of aluminum or other suitable metal, which shall be oval in form, and the greater diameter of which shall not be more than two inches, and such badge shall have stamped thereon the words: "Registered chauffeur, No. —, New York motor vehicle law," with the registration number inserted therein; which badge shall thereafter be worn by such chauffeur pinned upon his clothing in a conspicuous place at all times while he is operating a motor vehicle upon the public highways. If the operator or chauffeur has previously been registered in the office of the Secretary of State, the certificate heretofore issued to him, shall be returned to such secretary, who shall issue to said operator or chauffeur, in lieu thereof, a chauffeur's badge upon the payment of a fee of one dollar.

Subdivision 4. Fictitious badge.—No chauffeur, having registered as herein above provided, shall voluntarily permit any other person to wear his badge, nor shall any person while operating a motor vehicle wear any badge belonging to another person, or a fictitious badge.

Subdivision 5. Unregistered chauffeur cannot operate.—No person shall operate a motor vehicle as a chauffeur upon the public highways after thirty days after this act takes effect, unless such person shall have complied in all respects with the requirements of this section.

Section 6. Subdivision 1. Penalties for excessive speed, et cetera.—The violation of any of the provisions of subdivision five of section two, or of subdivision seven of section two, or of section three, or of section five of this act, or any ordinance, rule or regulation adopted by local authorities in pursuance of subdivision four of section four of this act, shall be deemed a misdemeanor, punishable by a fine not exceeding one hundred dollars for the first offense, and punishable by a fine of not less than fifty dollars

nor more than one hundred dollars, or imprisonment not exceeding thirty days, or both, for the second offense, and punishable by a fine of not less than one hundred dollars nor more than two hundred and fifty dollars and imprisonment not exceeding thirty days for a third or subsequent offense.

Subdivision 2. Penalties for other violations.—The violation of any other provision of this act shall be punishable by a fine not exceeding twenty-five dollars for the first offense, a fine not less than twenty-five dollars nor more than fifty dollars for a second offense, and a fine not less than fifty dollars nor more than one hundred dollars, or imprisonment not exceeding ten days, or both, for a third or subsequent offense.

Subdivision 3. Release from custody, bail, et cetera.—In case the owner of a motor vehicle shall be taken into custody because of a violation of any provision of this act, he shall be forthwith taken before an accessible captain or sergeant or acting sergeant of police in any city or village, or any justice of the peace or magistrate, and be entitled to an immediate hearing; and if such hearing cannot then be had, be released from custody on giving his personal undertaking to appear in answer for such violation, at such time and place as shall then be indicated, secured by the deposit of a sum equal to the maximum fine for the offense with which he is charged, or in lieu thereof, by leaving the motor vehicle, being operated by such person, with such officer, or, in case such officer is not accessible, be forthwith released from custody on giving his name and address to the officer making such arrest, and depositing with such officer a sum equal to the maximum fine for the offense for which such arrest is made, or in lieu thereof, by leading the motor vehicle, being operated by such person, with such officer, provided, that in such case the officer making such arrest shall give a receipt in writing for such sum or vehicle and notify such person to appear before the most accessible magistrate, naming him, on that or the following day, specifying the place and hour. In case security shall be deposited, as in this subdivision provided, it shall be returned to the person depositing, forthwith on such person being admitted to bail as provided in section five hundred and fifty-four of the code of criminal procedure, and the return of any receipt or other voucher given at the time of such deposit. In case such undertaking with security or such deposit shall not be made by an owner so taken into custody, the provisions of section five hundred and fifty-four of the code of criminal procedure shall apply.

Section 7. Acts repealed.—All acts and parts of acts inconsistent herewith or contrary hereto are, so far as they are inconsistent or contrary, hereby repealed.

Section 8. When this act takes effect.—This act shall take effect immediately, except that no penalty shall be asserted or imposed for the violation of any of the provisions of section two or section five hereof committed prior to thirty days after this act takes effect.

Motorcycle Club Forming in Buffalo.

In Buffalo, where several abortive attempts to form a motorcycle club have been made, a provisional organization was at last effected on Saturday last. Charles Becher presided at the meeting and appointed a committee to prepare a constitution and by-laws. When these are ready the organization of the club will be perfected.

ROAD RACE REVIVAL

Events Projected in all Parts of the Country —Dealers at Last Awakened.

The Western Division of the Century Road Club Association held a smoker and business meeting on March 24, at 501 North Wells street, Chicago, and discussed plans for the securing of a downtown clubhouse. It is not doubted that a great many business men in the downtown district would ride to and from their offices had they place to leave their wheels during business hours, and the association hopes to fill the want. Fourteen new names were presented for membership; five of whom were of motorcyclists.

The annual twenty-five mile road race over the Chicago-Evanston course will be run as usual on Decoration Day, entries for the event closing on May 25, with H. S. Judd, 71 West Jackson Boulevard, Chicago.

In addition the board of directors have scheduled the following road events: July 4, short races at Palmer Square; August 6, ten-mile road race, West Side Boulevard; September 5, Labor Day, 100-mile road race, Chicago-Waukegan course; October 10, mile race on Southwest (Garfield) Boulevard.

J. H. McCrea, the Racycle man in Springfield, Ill., has set out to stir things in that community. The other dealers have joined in the movement, which will take the form of a series of road races, on May 30, July 4, August 5 and September 5, prizes being awarded for each race and a "grand prize" for the contestant scoring the greatest number of points in the series. McCrea states that A. J. Mester, Roscoe Bell and several other "old time" Central Illinois cracks have bought new racing wheels and will be "in the hunt" again.

Frank C. Storck, the Red Bank, N. J., dealer, is promoting a road race for Decoration Day. Until last year he always conducted an event of the sort, and says it was rare that he failed to sell ten or twelve bicycles as a result. To make good his lapse of last season, Storck says he now means to "whoop it up worse than ever." A Reading Standard racer will be the chief prize, and to keep the city pot-hunters from winning it the race will be open only to residents of Red Bank and the adjoining territory.

Herbert Austin, the Newark (N. J.) dealer, being anxious to promote cycling interest, is inaugurating a competition for either a Columbia or Tribune bicycle valued at \$50, the prize to be awarded for the best mileage record to October 15 next. The contestants will be required to register with Mr. Austin and to report mileage weekly, registering each week in a book open to inspection at any time. Austin already has sold 141

wheels this season, seventeen of these since last Saturday.

Always alive and enterprising, Schollenberger Brothers, of Wichita, Kan., have caught the quickened spirit of the times and are up and doing in the right direction. The formation of a bicycle club, a coasting contest and a series of road races are among the objects of their efforts are practically assured, the Hockaday Hardware Company and the Smyth Hardware Company having offered to contribute a share of the necessary prizes.

The Decoration Day road race which is being promoted by the new Grand Rapids (Mich.) Cycle and Motorcycle Club, of which nearly all the dealers of the city are members, is naturally being well supported by the local trade. The big agents have contributed each a National, Columbia, Yale, Rambler, Cleveland, Reading Standard and Hudson bicycle, and the repair men have "chipped in" \$75 for the purchase of a prize diamond.

Belle Island Park in Detroit River will again be the scene of a 25 mile road race on Memorial Day if the plans of the Detroit Wheelmen do not miscarry. President Louis Schneider, of the club, is much interested in the project, and with the assistance of the local dealers permission can undoubtedly be secured from the Park Commissioners to run the race.

Essex Celebrates 26th Birthday.

The Essex Bicycle Club, of Newark, N. J., held its twenty-sixth annual dinner and election of officers on April 2 at the Congress Hotel in Newark. Several charter members were present and arrangements were completed for frequent club runs. The diners were as follows: Frederick Keer, Theodore Keer, Dr. H. S. Sutphen, A. S. Rockwell, Philip Young, C. Dennison, F. Hodge, George Murdoch, Martin Mulvey, Samuel Williams, A. B. Ward, William S. Righter, W. W. Winar, Herbert W. Knight, F. L. C. Martin, Dr. A. D. Osmond, Henry Rummell, E. O. Chase, Theodore F. Merseles, Joseph Belcher and William H. Burnett.

Prior to the dinner the following officers were elected: President, William S. Righter; vice president, Herbert W. Knight; secretary and treasurer, Benjamin J. Coe; board of governors, George Murdock, E. O. Chase and Samuel Williams; road committee, George Murdock, Frederick Keer and Philip Young.

College Boys "Fishing" for a Vacation.

G. M. Updike and a fellow engineering student of Columbia University may attempt a cross-continent record ride on motor bicycles this summer. They are now engaged in an effort to obtain the "loan" of the necessary machines and to find magazines or newspapers that will help pay "the freight." Their undertaking apparently depends on their success in these directions. Last summer they found an automobile manufacturer "easy" enough to place a car at their disposal, and spent a very enjoyable—and economical—vacation.

THE ART OF "JUMPING"

How and When That Trick Should be put Into Effect.

"To tell a man—on paper—how to jump is useless; he must practice with a known exponent of the art, and even then he may never acquire it. Several of the best known of the world's cycling cracks have been quite unable to tell how they jump. They say it is just a knack," said an old racing man.

"It is not possible for a man who trains alone to cultivate a jump. He cannot concentrate his mind sufficiently to put his whole energy into the performance. He must have an opponent. When he suddenly sees his opponent make the least sign of the great effort which a jump requires—and here let me say it is impossible for any one to so disguise his feelings and actions as not to make it apparent that some great physical effort is about to be made—then his whole mind (and as a result his body) must be on the qui vive, and quicker than lightning he must seize the opportunity and jump first. He must put his whole heart and energy into that jump and, never hesitating, dash off; perhaps he may only succeed in gaining a couple of lengths on his opponent, but if the tape be not too distant that couple of lengths takes a deal of getting back.

"A half-hearted jump is useless unless used as a feint. We will say that you find yourself left with the lead and perhaps only 440 yards to go; then, by all means feint a jump; for your opponents may, in their efforts to jump with you, be forced to the front, while you, by easing slightly, secure the coveted position; but beware, when you ease, that your opponents do not seize the opportunity to continue at full speed, and so leave you before you can again get going! I have seen men do this trick often. Also on a large track with long straights I have seen a man lead half-way up the finishing straight and, when he was fairly collared, momentarily ease (almost imperceptibly, so quickly was it done) and then, while his opponent thought him beaten, quicker than that thought he jumped again to win by inches. Such wonderful judgment and presence of mind—or is it only artfulness?—are to the keen follower of the sport most exhilarating.

"What it means to get a couple of lengths in the last 220 yards, no one, excepting those who have themselves raced, knows; and it is this desire that causes men to try and get behind their opponents in order to hid their own movements and watch those of their antagonists—a refinement of art which has been misnamed "loafing."

"To get your jump in at the psychological moment is the aim of every expert cycle racer, and every man should study the distance at which he can best sprint and sustain that sprint all-out, so as to be able to know the exact spot on the track at which he can put in his jump and, if successful, ob-

tain the lead and keep it to the tape. This does not mean that one should invariably jump from the same spot, for that would be fatal; everybody would be as wise as yourself after a race or two; but it is advisable to discover the distance over which you can sustain your sprint after your jump is made, or the advantage gained will be nullified by your being caught and passed before the tape through falling away. I have seen finals with three riders up, when to win meant a lot of money, in which wonderful tactics were shown to secure the position for the jump at a particular spot. To such lengths indeed has cycle-racing been studied by men who make their living by it, and know that inches only may win the race, that a well-known professional told me how once he had tried to find a new means of getting a lead on his opponents, who were equal to him in speed. There were only two others in the final and he knew that to get a lead of two lengths or so while the others were at a disadvantage would win the race; so when all three men were balancing on their machines, just before the final burst, he so manoeuvred that he got both the other riders with their cranks just over horizontal, that is just over the dead center, then like a flash he jumped and as the other two could not jump with full power until their cranks came over the center too, he succeeded in gaining a short lead, which he maintained to the tape."

Goerke Defeats the "Indoor King."

George C. Cameron, jr., of the Eighth Regiment, refused to take an empty victory in his five-mile pursuit race with Oscar Goerke, of the National A. C., at the games of Company D, Eighth Regiment, on April 5, insisting that the contest be run over after Goerke had fallen. The latter fell after riding one and a half laps, which gave the race to Cameron, according to the rules under which they rode. In the runover Cameron seemed to ride listlessly, and the Brooklynite caught him at one and one-quarter miles. The two-mile handicap was won by Georg Engeldrum in 4:55 2-5 from the 80 yard mark, which was the handicap of the second and third finishers also.

Summaries: Five mile pursuit race—Won by Oscar Goerke, National A. C., Brooklyn, from George C. Cameron, jr., Eighth Regiment, after 1¼ miles. Time, 3:16 2-5.

Two mile handicap—Won by George Engeldrum, Sunset W. (80 yards); O. Devine, Company M, Thirteenth Regiment (80 yards), second; L. J. Wientz, National A. C. (80 yards), third. Time, 4:55 2-5.

With the exception of J. Frank Galvin, of Hartford, and Franz Hoffman, of Berlin, all of the bicycle racing men who have been competing at Jacksonville, Fla., have returned North. Root, Krebs, Leander, Hadfield, Dorlon and Lake are training at Vailsburg for the regular outdoor season. Hoffman has gone to Atlanta to pace Bennie Munroe in some races on Jack Prince's track at Piedmont Park, and Galvin is still at Jacksonville.

THE "FACTORS OF SAFETY"

Reduced From 7-10 to 4-5 and the Bicycle Largely Responsible.

Engineers have long made a shibboleth of the "factor of safety," always taking particular pains to see that any machine or structure they designed was possessed of an amplitude of it. Many were their sneers at the productions of cycle makers, which they characterized as unmechanical, and they took delight in showing, by an elaborate calculation of stresses and strains, of torsion and distortion, that they would tumble to pieces like a house of cards the first time they were ridden. That no such thing happened did not seem to faze them; they calmly returned to the attack, ignoring the evidence spread before them.

Time works wonders, and to-day engineers are not so cocksure that such factors of safety as six or eight are necessary. This changed condition of mind is well expressed by C. E. Stromeyer, a prominent Manchester, England, engineer. In a paper recently read by him he began by saying that "the term factor of safety must have been invented in the early days of modern engineering, when the public had to be educated into a feeling of confidence in iron structures which looked flimsy when compared with older ones of stone and wood.

The term also served as a cloak for the want of knowledge among engineers as to how to determine stresses, and as to what their effect would be," he continued: "We have certainly come down from the high factors of safety of seven to ten, and are content with five and four, and even less. These are nominal factors, and still cover much mental laziness which hinders us from examining structures in the light of many most beautiful and valuable investigations by mathematicians. The acceptance of a lower factor would entail considerable work of a highly mathematical nature, but it would permit many savings to be effected without in any way endangering structures."

If questioned on the subject, any candid engineer would probably admit that the bicycle played a prominent—perhaps the principal—part in bringing about this lower factor of safety. It is unquestionably one of the most marvellous examples of the combination of strength and lightness known to the engineering world. The truth of this is better appreciated than it was a decade ago, and cycle designers are now seldom twitted with their lack of technical education or the absence after their names of a long string of letters emblematic of the degrees conferred by learned institutions.

Owing to the tenacious grip of winter and the resultant poor condition of the roads, the annual ten mile handicap road race at Malden, Mass., has been postponed from April 19 until Saturday, May 7. The prizes exceed \$500 in value and include a Crouch motor bicycle.

FENN AND KRAMER PART

Former has Enough of "Teaming" and Tells how it Affected his Repute.

"For mine, the laurel strewn heights of the cycling Mount Olympus—if I can reach the goal of my ambitions. The Vulcan-like role of a team mate for a champion, even a triple plate champion, grows monotonous and, in a longer or shorter time, loses any attraction it might have possessed when viewed through others' eyes or at a distance," remarks W. S. Fenn, racing cyclist, of Waterbury, Conn.

"From a purely utilitarian point of view, the returns are perhaps all that could be desired. But glory is a great thing and the victor's wreaths woven and distributed by printers' ink are much to be desired. But almost total oblivion is the inevitable fate of he who rashly hitches his wagon to the star of a crack cycle racing man, and from then on becomes merely a means of adding to the effulgence of the star's brilliancy.

"To any one not well supplied with friends and acquaintances, not forgetting a wife and a few relatives, the role of a team mate might not prove to be as embarrassing as it did to me last year. But the situation becomes tiresome when one after another of your friends stops you on the street when on a brief visit home and asks you why you have given up racing. You explain that you have not given up racing, but, on the contrary, are making lots of money.

"But," comes a protesting answer, 'I never see your name in the paper any more as the winner of any races. Where are the tracks you race on, and how can you be earning so much if you do not win races?' Then follows some more tedious explanations, and your friend goes away shaking his head and seemingly only half convinced of your veracity. And when this happens a dozen times a day you begin to realize one of the beauties of constantly having your name mentioned among the others in the summaries of race meets.

"To add to the discomforts there will once in a while be a scant reference in some newspapers to W. S. Fenn, formerly known as the Boy Wonder, as though it were part of a death notice. Or a brief paragraph regarding W. S. Fenn, the Bristol Blacksmith, who made such a marvellous five mile record from scratch in a handicap race at Vailsburg in 1901, when he rode the distance in 10:15. Perhaps some slight attention will be called to the fact that I defeated Major Taylor at Charles River Park in the same year; but everything is written as though it were a description of how the Pharaohs ordered the building of the pyramids.

"Occasionally, when I would get out and win a race or finish among the leaders; the reports would generally give all the credit to the star and mention how he had aided

me to victory. But when he won, and he won mighty often, how frequently was there any mention of the aid which I had extended to him? Mighty seldom, and then in such a way that I often wished they did not say anything about me at all.

"On the rare occasions when some notice would be taken of my existence the reporters would talk about the 'donkey work' which I had done. When my wife would see the papers she would be very much disturbed and ask me what I had done to the men that they should say I was a donkey. Or there would be something like this, 'Fenn proved an effective tugboat,' and again would my wife ask me what relation I was to an ocean greyhound. And of what avail were my explanations?

"To help things along, with the acquisition of a star team mate, there appeared a flock of new enemies. I not only had to look out for one man in all races, as formerly, but now I must protect the star from the wiles of his opponents and fight his track battles and skirmishes in addition to my own. And the enmity of so many of the riders does not seem to be able to confine itself to the track and races alone, but they must nurse their illwill and carry it with them always.

"The star may happen to have a deep rooted objection to ocean voyages and a violent disinclination to trying the virtues of French cooking on its native heath. All of this in spite of the fact that divers confident and opulent Parisians were spoiling for an opportunity to hand over to us—him, that is—large amounts of real money to race a few times on their tracks after the season here had closed. And perhaps you had counted on a European trip and the chance to measure speed against the foreigners.

"So after thinking the whole matter over all winter, I have come to the conclusion that if I can be of yeoman service to another, why should I not be able to do a little for myself? And I will try to do the best I can. Contrary to my usual custom, I have begun steady training, and intend to keep it up until the racing begins, after which so much hard, grinding work will not be necessary. Kramer and myself are good friends, but I will do the utmost at my command to defeat him whenever we meet on the track in a race this year."

Bicycles in Japan's Army.

Bicycles are apparently to play a part in the war between Japan and Russia. Advises from Korea state that more than three thousand American bicycles have been shipped to that country for the use of the Japanese army. The horses the Japanese cavalry use are small and not adapted to hard work, and this, coupled with the fact that the Japs are indifferent horsemen, has caused the wholesale adoption of bicycles for scouting purposes. It is said there will be a large force mounted on bicycles for the purpose of crippling the Russian Manchurian Railway.

LINCOLNS WILL LIVE

Social Element Changed Name but the Riders Quickly Perpetuated It.

When the Lincoln Cycling Club, the famous old North Side organization of Chicago, recently voted to change its name to the Lincoln Park Club, many of the members who had been instrumental in forming it voiced their displeasure in no uncertain manner. The outcome was that John M. Miller secured a State charter for a club under the old name, and on the evening of April 4 the oldtimers got together to perfect an organization which would save the old name from oblivion.

A call for the meeting had been sent out signed by John M. Miller, William A. Altman, Fred Price, William Morris and Frank Hartwell, and fifty attended the meeting, the majority being active cyclists. The new club will hold the annual Labor Day road race, the souvenir run and the other features which made the Lincoln's name known throughout the country. The club will have a room set aside for it at the old club house and will work in harmony with the other organization. The election of officers resulted as follows: President, W. D. Morris; vice-president, John M. Miller; secretary and treasurer, J. E. Hartwell; captain, J. D. Ritchie; directors, J. M. Miller, J. D. Ritchie, W. D. Morris, J. F. Gunther and C. T. Wittstein.

Novel Team Race for Motorcycles.

The British Motor Cycling Club has fixtured a novel contest for August 27 next. It is to take the form of an interclub 100 miles non-stop run, open to teams of six riders from any recognized motorcycling club or section. Each team is to be made up of two riders of machines with engines of a cubical capacity not exceeding the equivalent of 76 by 76 mms., two riders with engines of any capacity, and two riders on a two-seated motorcycle or bicycle with attachment. One of the machines must be fitted with an air cooled engine, and the total weight of the driver and passenger must not be less than 18 stone. The winning team will be ascertained by adding together the non-stop mileage of each member of a team, and the club scoring the highest mileage will hold a special 50-guinea trophy which has been donated for the purpose. At the end of the first 50 miles, which is to be covered in not less than 2½ hours, on pain of disqualification, there will be a luncheon interval, but machines must not be touched or adjusted in any way.

Michael Turns up in Paris.

Although Jimmy Michael left here broken mentally, physically and financially, he has turned up in Paris, where he "at once started training." The report states that he will race "as often as possible."

PACE FOLLOWERS SCARCE

Death and Injury Have Sadly Thinned the Ranks and Promoters are Worried.

Is following pace behind the big motorcycles a dangerous game? It must be for the ranks of the pace followers are being reduced very fast, for in the last two years three of the best men have been killed at it and now comes two more good ones quitting from injuries received in the game, says an old follower of cycle racing.

Two years ago promoters had on their list the names of twenty-six men who were following pace. When the list for 1903 was made up there were only 21, and now for the season of 1904 it looks as if there will not be a dozen men who will follow pace. What has become of the 25 men of two years ago? What has become of the 21 men of last year? Jack Prince in looking over to make up a list of pace followers to send South for his new proposed circuit needed about twelve men. He did not stop to think that he was going to have trouble in picking men, but when he started on his list he found the greatest trouble in picking even eight men outside of Walthour. This started the question. Walthour is in Paris; Caldwell, Moran, Butler, McLean and DeGuichard are training at Boston. Bennie Munroe has gone South and is training at the stadium in Piedmont Park, at Atlanta. That only makes six men outside of Walthour. Now, whom can he get for the eighth man? Michael has been figured on, but he has sailed for Wales, his home, and will quit the track. This in a way, was expected, for it has been talked of for some time that Michael has a brain affection, caused by a bad fall in Berlin last year. His days are numbered. Nelson has quit the game. Early and hard training proved too much of a strain on the "school boy" and it is reported that his lungs have gone bad with consumption. Harry Elkes and Archie McEachern were both killed last year. Otto Mayo quit the game, as he has always been very unfortunate in falls and he had a hunch that he was next, so quit.

The numerous riders who at different times undertook to follow the pattering motors have stage fright and dropped back to more quieter life in sprint races. Fifty new riders have been added to the sprint game, but not one new recruit to the pace following game for 1904.

It was rumored that Frank Kramer would probably take up the pace game, but as yet he has not made any arrangements. The only reason that could be given why the ranks of the pace followers have been thinned out so very fast is that the following the motors is such a dangerous game that it requires the strict attention of the riders for so long a time in the race, while it pays twice as much as sprint races, the work is just three times as hard for a new

man to break into following pace. It takes so much longer to acquire the knack also to get before the public. The men now left in the game are the very best of the lot and being thoroughly familiar with every turn of the wheel are less liable to get hurt. For a new man to go into following pace he must get a backer with plenty of money or have a good bank account of his own, for with motors and men to take care of them, managers and all, it comes high, while with a sprinter, every one is his own manager and trainer.

With the eight or possibly ten men who will be following motors this year, the public will see better racing and much faster, with less trouble than heretofore.

Krebs is Ambitious.

Floyd Krebs and Charles Hadfield returned from the South on Monday last. All sorts of hard luck came from the weather while in the South. They are now teaming for the season, and have joined the colony at Vailsburg. Krebs is in good shape, and Hadfield believes he will beat Kramer in the opening races. Hadfield is a veteran who improves, like old wine, with age. He is a mentor for Krebs. When in shape Krebs has a world of speed, and with Hadfield's head work will be a figure. Newarkers do not forget that Krebs frequently showed Leander the way in the last six-day race in many hard sprints.

Spirited Election in Newburgh.

The annual election of the Newburgh, N. Y., Wheelmen was held at the clubhouse on March 31, and J. D. Wilson, jr., was re-elected president after a spirited contest by a small majority over Willett A. Kidd. The club has a membership of 200, and 139 of the 150 resident members voted. The election resulted as follows: President, J. D. Wilson, jr.; vice-president, Frank E. Estabrook; secretary, F. W. Tompkins; treasurer, John E. Drew; captain, Leroy Dickerson; lieutenant, C. L. Odell; directors, R. N. Whelan, J. B. Corwin, W. J. Blake, jr., W. C. Peck, W. H. June, jr., and R. H. Hilton.

Kramer not yet in Condition.

Frank Kramer is not conditioning as quickly this year as last. He is older now, and as a rider gains age he conditions slower than when younger. In finishing sprints yesterday Kramer had difficulty in hanging to the bunch. The champion does not worry, being willing to do a lot of hard work during the cooler spring days to reduce his weight. Kramer dislikes defeat at any time, and is putting in extra time in the gymnasium to be ready for Sunday's opening races.

Dr. Van Ryper Heads Bellevilles.

The Belleville Wheelmen, of Belleville, N. J., have elected these officers: President, Dr. A. H. Van Ryper; vice-president, R. A. Brett; secretary, H. P. Smith; treasurer, J. H. Coeyman; captain, Harry Ashworth; trustees, Louis Hodgkinson, Gustav Meyer, H. H. Morgan and Milton Webster.

HOW TO GRIND VALVES

The Best Method Described by a Motor Expert—Spare not the Oil.

In order to re-establish the compression when the valves are found to be defective, these should be resealed by grinding with the aid of oil and flour emery. Great care should be exercised in carrying out this operation. Advice is sometimes given to make a paste of flour emery and oil, to place this on the angular face of the valve and then, replacing the valve stem in its guide, to begin grinding operations. This treatment is altogether too severe, unless it be resorted to when a valve is in such a bad condition as almost to necessitate its being refaced in the lathe. A preferable manner is to lubricate the face of the valve, and then, dipping an oily finger into the flour emery, transfer as much of the abrasive material as adheres to the finger to the face of the valve. This provides quite sufficient emery to begin operations with.

The valve should be turned on its seat—by the use of a screwdriver or a special tool provided by the makers—either with a circular or half-circular motion, light pressure being brought to bear upon it at the same time. At frequent intervals the valve should be lifted from its seat to prevent any hard particles which may possibly be in the emery causing rings to be cut on the face of the valve and its seat. It will always be found after lifting the valve that a new cut is on the emery, and this will gradually wear away until it appears to have lost its cutting edge, but the lifting of the valve will again prove that this is not the case.

During the whole of the grinding in operations plenty of oil should be used, and when the condition of the valve face and its seat is perfect (this being indicated by a bright and equal surface extending over the whole face of the valve) the seat of the valve itself should be well washed with gasolene, great care being taken that no particles of emery are washed into the cylinder. If this should happen, it is very possible that the piston and the cylinder will become badly cut by such emery, and the foundation will be laid of a lot of trouble, and there will be a permanent loss of power through bad compression.

When a Motor Misfires.

Should misfiring in a motor occur, examine the sparking plug points to see whether they are clean and the proper distance apart (about one-thirty-second of an inch); see that the porcelain of the plug is not broken, all terminals of the wiring properly tight and clean, contact breaker clean and properly put together, and so on. Examine all parts of the wiring which are likely to come in metallic contact with the framework properly insulated.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. ***

CANADIANS HOPEFUL

Good Cheer at Annual Meeting of C.W.A.—
Vancouver Man Made President.

Slowly but surely the Canadian Wheelmen's Association is recovering lost ground. Troublous times indeed has the association passed through in recent years, but its future seems bright. Words of good cheer and encouragement were spoken by the members in attendance at the annual convention, which was held in the King Edward Hotel, at Toronto, Ont., last week. Good roads are now the aim and work of the association, and on these lines a vigorous campaign will be carried out. Among those present were: President W. G. Ayling, Secretary Howson, Past President R. H. McBride, G. S. Percy, Louis Rubenstein, A. E. Walton, Dr. Doolittle, Dr. Robertson, F. J. Doley, J. F. Race, J. W. Gibson, Thomas Duffins, A. E. Stanway, A. E. King, W. N. Robertson, jr., F. J. Dunn, G. E. Cook, J. E. Willows, W. J. Darby, T. A. Kirvan and J. H. McCollum.

The executive was instructed to award the Dominion Day meet. Dr. Robertson said Stratford had intended to apply for the meet, but the track was not available. Stratford, however, wanted the ten miles, twenty-five miles and tandem championships. John F. Race, the chairman of the Membership Committee, said the membership had not decreased during the year. He believed that the offer of a trip to the St. Louis Fair at the expense of the association to the person securing the largest number of members was a good one. If he had the time he was positive he could get the three hundred names required in two weeks' time.

Secretary H. B. Howson read his report, as follows: Once again we, the executives of the oldest athletic association in Canada, are called upon for the annual account of our stewardship. As the governing body of the cyclists of Canada, covering as we do the vast territory from ocean to ocean, much may be expected of us, and what you have laid upon our shoulders we have endeavored to execute to the extent of our ability. The labor of love has been a pleasant one, as the mushroom growth of a few years ago has disappeared, and we have left a band of enthusiastic wheelmen, who still keep up their membership from a sense of loyalty, with a few who are attached to the good things we offer for the small annual fee. There are croakers among ex-cyclists, who fancy that wheeling is entirely dead, and only waiting its funeral to be entirely forgotten. That day, we are glad to say, is far distant, and while the sporting bicycle club, with its coterie of sprinters, is almost a thing of the past, it is a question if there are not as many wheels ridden to-day as in the palmiest days of cycling as a sport. Writing from Toronto, your secretary may, of course, be speaking for a very small section of our large territory, but certainly in this city, to stand at any prominent corner at noon, or

at 6 p. m., it would seem almost impossible to regulate the traffic if many more appeared on our streets. True, the country touring has almost entirely disappeared, not to make its appearance again until the very vigorous methods at work in some parts of Canada for the construction of better roads have borne fruit, and cycling in the country will be a pleasure instead of an arduous labor. In this connection we would quote some wise words from the chairman of District Racing Board No. 3, Western Ontario.

"During the year under review our association has not receded, and we appear to have reached the level which can only be changed by some method of reaching the individual cyclist and bringing him into the fold. We live in hope of a revival, and in the mean time have the pleasure of being officers in a body with a healthy frame, with

expectations of the promoters, the District Board did not leave one stone unturned to secure its success.

"Taken altogether, we can report quite a revival in the interest of pure, honest, amateur racing, with professionalism a dead letter, for which let us be truly thankful. The professional end of bicycle racing has done more to kill the sport than any desire on the part of the public to turn their attention to other sports, and the tricks of the trade, being rapidly picked up by some of the 'would-be' amateurs, tended to disgust the public generally, who rightfully enough refused to pay money and waste afternoons on hippodromes and pre-arranged events. That day has now passed, and we can look forward for a slow and steady return to the early popularity, when the best man won on his merits.

"The future of the C. W. A. is bright, as a glance at the following table of our experience of the past seven years will show the trend is in the right direction, as a considerable deficit of over a period of several years has been turned into a surplus, as follows:

Deficit at March 15, 1898.....	\$363.07
Deficit at March 15, 1899.....	1,092.62
Deficit at March 15, 1900.....	774.52
Deficit at March 15, 1901.....	826.36
Deficit at March 15, 1902.....	132.63
Surplus at March 15, 1903.....	29.12
Surplus at March 15, 1904.....	370.64

After a few remarks from President Ayling, who complimented Secretary Howson on his work, the report was adopted.

The election of officers resulted as follows: President, H. C. Clarke, Vancouver, B. C.; vice-president, J. E. Winslow, Woodstock, N. B.; secretary-treasurer, H. B. Howson, Toronto; chairman Membership Committee, J. F. Race, Toronto; chairman Roads and Touring, A. W. Campbell; chairman Rights and Privileges, J. C. Saunders; chairman Rules and Regulations, J. E. Williams, Toronto; chairman Transportation, Louis Rubenstein, Montreal; chairman Dominion Racing Board, G. S. Percy, Toronto.

Chief Consuls—District No. 1, C. A. Ross, Vancouver, B. C.; No. 2, Thomas Boyd, Winnipeg; No. 3, Fletcher Johnson, Stratford, Ont.; No. 4, F. W. Dunn, Toronto; No. 5, C. D. McFarland, Kingston; No. 6, to be filled; No. 7, John N. Barnes, St. John, N. B.

There was no opposition to Mr. G. S. Percy's proposal to change the date of the annual convention, and hereafter the meetings will be held on the first Saturday after Good Friday. The president and vice-president are hereafter to be elected by the annual convention. The secretary-treasurer shall be appointed by the Dominion Board of Officers, and shall hold office during the pleasure of that body.

Hartford Motorcyclists to Organize.

Hartford, Conn., which long ago should have had a motorcycle club, is now in a fair way of filling the void. J. J. O'Connor is fathering the movement, and his enthusiasm is so earnest and contagious that his efforts can scarcely fail of effect.

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

ONLY WAY TO CURE
SOME LEAKY TIRES IS
TO PUT INNER TUBES IN
THEM, THUS MAKING
THEM DOUBLE-TUBE TIRES

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a moderate surplus, and the satisfaction that we are in a position to say we owe no man anything.

"The report of the chairman of the Membership Committee shows that the backward spring and very wet summer affected our membership very much. Toronto district is the banner one, having eleven clubs, with nearly 500 members. Quebec and the Maritime Provinces are not as strong in membership as last year.

"The chairman of the Transportation Committee worked early and late on securing rates to the coast for the Dominion meet at Vancouver on July 2, but owing to complications in the various passenger departments of the trunk lines was unable to accomplish any result.

"The chairman of the Dominion Racing Board has sent in his several reports from his district chairmen, the most elaborate one being from W. F. Findlay, of District No. 1, British Columbia. For the first time in the twenty-two years of the existence of the C. W. A. the Dominion meet was held on the shores of the Pacific, and while the big meet did not altogether come up to the ex-

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SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

FUTURE CARBURETTERS

Foreigner Attempts a Forecast—Believes They Will Mechanically Operate.

Simplicity is a cardinal principle in all mechanical designs, and this applies not merely to the fewness of working parts, but to the very action of these parts. Up to the present, says the Irish Cyclist, in attempting to forecast "the carburetter of the future," the modern carburetter, irrespective of its method of supply or mechanical details, depends for its effective working on the more or less perfect vacuum that the engine gives. This is variable, and its influence equally so; hence it is that, unless the speed of the motor is kept constant, the carburetter will not furnish a mixture adequate for the work in hand, or such that can be considered sufficiently dependable to run the motor at a low rate of speed. In other words, it is necessary to follow the variations in the motor's speed by a constant alteration of the gas and air proportions. To effect this the automatic auxiliary air inlet valve was designed for the carburetter, which provides a wide range of speed with more constant power from the motor.

The better to understand this point, it is well to note the relationship that exists between the ordinary spray carburetter and the motor. Supposing that such a carburetter is rightly designed, or proportioned to supply an adequate volume of explosive mixture at a given speed of, say, 1,000 revolutions of the engine per minute. Though in theory such might be expected to give a constant proportion, varying in amount but not in quality, with the diminished rate of the piston speed of the engine, such is not so in practice. The means by which the difficulty has been met on motor cars may be practically considered as of two kinds—the one by a spring controlled mechanism, the other by the positive action of hydraulic power, acting on the diaphragm valve. With the exception of the Crossley system, these two are essentially the rival methods for effecting the operation of the third or auxiliary air valve. From the mechanical point of view, the hydraulic, or Napier, system would seem to be the better method, because the action, while automatic, is also mechanically positive, whereas in the other method a delicate spring is alone relied on to effect the control.

This implies for a correct working—first, that the spring must be suitably tensioned for the purpose, and, secondly, that the tension shall remain constant and unvarying. It is here where the element of uncertainty comes in, for it is almost definite that a piece of mechanism, so delicately constructed, will, after a period of use, cease to be effective, or at least become erratic. Any one who has had much to do with springs well knows the trouble that is encountered in getting them, or keeping them, to the requi-

site tension for any particular work. This suggests ready sources of trouble, and one cannot be blamed for thinking that, good and practical as have been the results obtained by the automatically controlled auxiliary air valve so far, its effectiveness would be the better insured were it operated by some more reliable method.

With the introduction of the mechanically worked inlet valve, for which, by the way, much of the efficiency claimed is due to its positive action and the elimination of spring troubles, it would seem the only automatic element left about the engine, the carburetter, will be the next item to be mechanically and positively worked. What form of mechanism this will take is difficult to even conjecture at the moment, but that some system of measuring and injecting the gasoline, apart from the air, and directly into the cylinder, will be the plan seems most likely. There seems no reason why in some simple form of mixing chamber the gasoline should not be subject to the first portion of the carburation process. Then, under pressure, it could be automatically sprayed into the cylinder already filled with air drawn in from an independent and mechanically adjustable source, thence to be compressed and fired in the usual way. If, as has been stated by one or two authorities, that alcohol is to be the future fuel of the oil motor in these countries, it is quite certain that a mechanically worked system of feed will be the best means of accomplishing the end in view.

Importance of Lubrication.

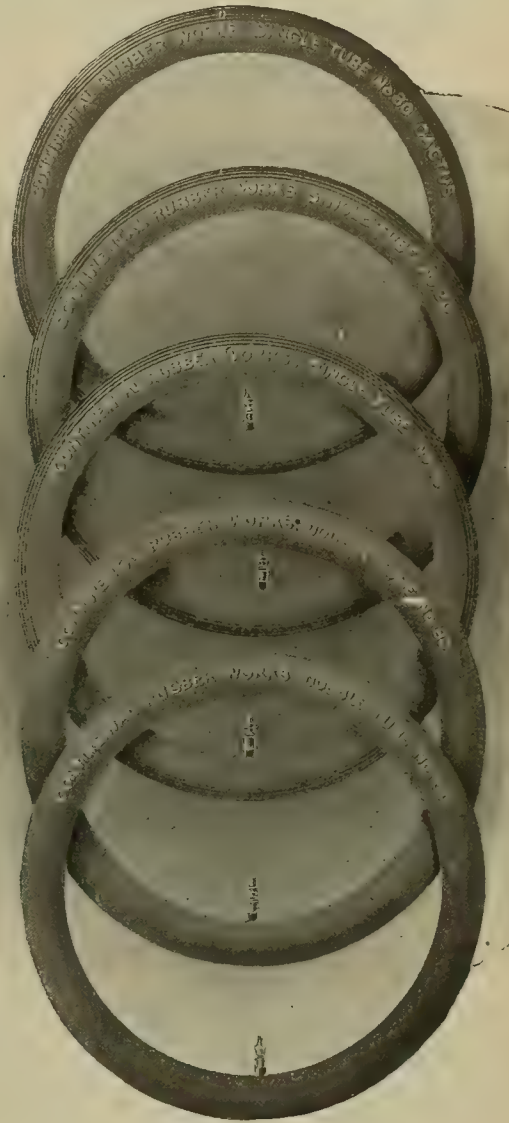
Lubrication is one of the most important points in the running of a motor; neglect on this score may result in very serious consequences, most probably a total breakdown of the engine. Ordinary gas engine oil should be avoided, being quite unsuitable for high speed engines. Oil of a very high flash point and free from deposit at high temperatures is the most suitable. With the pump system of lubrication it is preferable to oil often and in small quantities. With the drop feed system the lubricators should be set to give from five to six drops per minute for each cylinder.

Santos-Dumont Predicts Air Cycles.

Santos-Dumont is credited by a St. Louis interviewer with having said that automobiles are already becoming out of date and that the next fad to take the attention of the fashionable set would be air cycles. He is of the opinion that even newsboys will have small air cycles with which they can chase the big ones and sell papers to the millionaires.

~~~~~  
 "Many of the ills of life can be cured quicker by a bicycle than a Bible, and a good 'spin' on a wheel will often exorcise more blue demons than a dozen doses of drugs."—Rev. Henry M. Sanders, D. D., pastor Madison Avenue Baptist Church, New York.

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NEW YORK.

### Club Formed in Bloomington.

The riders of the Y. M. C. A. at Bloomington, Ill., met last week and organized the "Cyclo Cyclers' Club," with the following officers: C. W. Keiser, president; M. Lawler, secretary; A. Littleton, treasurer.

The cycling members of the Y. M. C. A. at Bloomington have been influential in stirring up a great deal of activity in the sport there. Last year they promoted six road races and some fast amateurs have been developed there.

### Ganymedes Elect Officers.

The following officers were elected at the annual meeting of the Ganymede Wheel Club, of Council Bluffs, Iowa: President, Walter Howard; vice-president, G. W. Stodtmesiter; secretary, I. T. Kelley; treasurer, W. P. Folsom; captain, E. V. Ingraham.

### Coxsackie Chooses Officers.

The Coxsackie (N. Y.) Cyling Club has elected the following officers: President, R. C. Hallock; vice-president, N. A. Calkins; secretary, Edward F. Tiel; treasurer, A. G. Mackey.

## OILERS.

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# THOR COASTER BRAKE

as well as all of Thor Products, are handled by the best and most successful dealers.

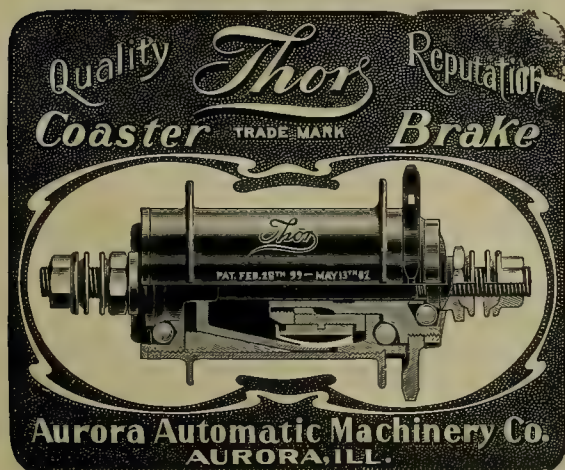
## Thor Products

are sold on their merits.

Insist on having

## THE VERY BEST.

It costs no more and insures satisfaction.



### Extent of Minneapolis's Cycle Paths.

Minneapolis and its cycle paths furnish an example to other cities everywhere. Nearly twenty thousand tags were sold to riders there last year, and over \$6,000 spent in maintaining the existing paths and building new ones.

Here is a statement about these paths furnished by O. Fenstermacher, a dealer of Minneapolis:

Old paths in existence up to 1903, 51.43 miles; tags sold during 1903, 19,423; new paths built in 1903, 3.56 miles; cost of new paths, \$2,340; maintaining old paths, \$3,975; total paths January 1, 1904, 54.99 miles; balance on hand in path fund, \$1,171.

On January 1, 1903, there was a deficit of several thousand dollars, which had to be made up before any money was available for repairs. The City Council was asked to set aside \$1,000 so that repairs could be made at the beginning of the season instead of very late, as was done last year. The result is there is now on hand a fund of \$1,171 for repairs. And Minneapolis riders are looking forward to a joyous season.

### New York Paths in Bad Shape.

Bicycle riders of greater New York are still guessing as to what sort of consideration they are to receive from the new Tammany administration. The famous cycle paths to Coney Island are just now in as bad a condition as they ever have been, if not worse, and the cycle path on Riverside Drive, in Manhattan, is little more than a rough muddy trail. The rains have "washed" the paths badly, and horses have been driven on them and cut deep into the surface.

George C. Wheeler, chairman of the Associated Cycling Club's streets and roads committee, has interested himself in the matter and lodged complaint, and if improvement is not shortly made he means to appeal to the higher authorities.

### Says Fortune Awaits Kramer.

Hardy Downing writes from Australia predicting that in event of his riding in Australia next winter Frank Kramer will clear up \$20,000 at the least, and go unbeaten there for the entire season. Kramer believes \$20,000 a good return for a winter of work, and he will endeavor to win the championship for the fourth time in order that he may gain the \$10,000 contract in the form of a guarantee offered to the winner of the championship this year.

If you are interested in motorcycles or wish to be interested in them, the illustrated Motorcycle Magazine will interest you. Specimen copy free. 154 Nassau street, New York. \*\*\*

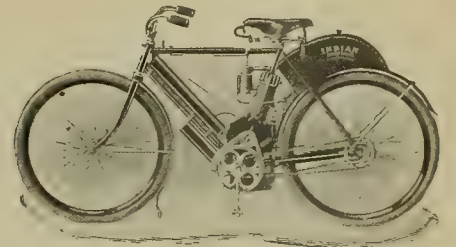
"The number of headaches that I have worked off on my wheel and the amount of reinvigoration of body, mind and spirit that I owe to it, justify me in encouraging the effort to restore bicycling to favor." — Silas McBee, Editor The Churchman.

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“It seems to me that every good citizen and member of society should favor and foster the use of the wheel. It is distinctly on the side of temperance and good appetite, clean living and cheerfulness, fresh air and good fellowship. No drunken man can ride a wheel, no morose or vicious man will care to.”—Rt. Rev. Cortlandt Whitehead, D. D., S. T. D., Protestant Episcopal Bishop, Diocese of Pittsburgh, Pa.

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# The Bicycling World

## AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, April 16, 1904.

No. 3

### SHAKE-UP OF TIRE FLUIDS

#### Neverleak Seeks to Cork Tire Balm and Longhurst Prepares for Finish Fight.

There is promise of more "music" in the ranks of tire fluid makers. It is held out by the suit instituted this week by the Buffalo Specialty Mfg. Co., makers of "Neverleak," against William Wooster, a dealer, who conducts two stores in this city. Wooster is charged with selling "Tire Balm," which is alleged to be an infringement of the Neverleak rights.

"Tire Balm" is the product of James S. Longhurst, jr., of Brooklyn, N. Y., who has taken over the defence of the Wooster suit. He has engaged Steuart & Steuart as his attorneys; as they are the same lawyers who were retained by the "tire fluid combination" several years ago, they are familiar with all the points involved. Longhurst states that, having built up a business sufficiently large to justify it, he is ready for a fight to a finish.

The suit was filed in the United States Circuit Court for the Southern District of New York in this city. The answer is returnable on May 2.

#### Jobbers Probably Will Meet at St. Louis.

In all probability the annual meeting—the third one—of the National Cycle Trade Association will be held in St. Louis during the latter part of June. The opinions of the members are being sought by Secretary Scheffey, who states that responses already in hand leave little or no doubt on the subject.

#### Randall Divides its Interests.

Hereafter the Randall Wheel Company, of Fort Wayne, Ind., will handle only bicycles and sporting goods. A separate company has been organized to take over the automobile end of the business.

#### Portland Firm Incorporates.

Reckard & Co., Portland, Ore., have incorporated, with \$10,000 capital, to deal in hardware, bicycles, etc. A. M. Reckard, Alice Reckard and A. C. Emmons are named as incorporators.

### Hendee Building Pacing Machines.

Oscar Hedstrom, superintendent of the Hendee Mfg. Co., of Springfield, Mass., is building several pacing machines at the Indian factory for the use of the riders who will race at the Revere Beach track the coming season. J. F. Ingraham, manager of the track, has issued an edict that no motor pacing machines of over 4-horsepower are to be used in races there. The unexpected speed developed by the 13/4-horsepower ridden by W. W. Austin during the races at Ormond Beach when it covered a mile in 1:09 1-5, convinced the racing men that Hedstrom could make a fast pacing machine. It is said that three Indian motors will be used at Revere Beach on Patriots' Day.

### Will Make Suddard's Motorcycle.

The Suddard Motor Cycle Company, of Providence, R. I., has been incorporated for the purpose of selling, buying and manufacturing automobiles, cycles and motorcycles. The company is capitalized at \$50,000. The incorporators named are William A. Suddard and William N. Nichols, of Providence; John E. Thompson, of Central Fall, and Dexter B. Potter, of Pawtucket.

Their immediate purpose is the manufacture of a motor bicycle invented by Mr. Suddard.

### New Igniter for Motorcycles.

The Bullock-Beresford Mfg. Co., Cleveland, Ohio, who for the last year have made and marketed the Bullock igniter for automobiles, are now producing a device of the sort for motorcycles. The object of the igniter is to render an induction coil unnecessary. In appearance it resembles a short, fat spark plug, which, indeed, it is, the induction wire being contained in the plug. It is claimed to be oil, water and soot proof. It is supplied with any length or size of thread.

### Cole Out of Three-in-One.

George W. Cole, the "discoverer" of "Three in One" and the founder of the G. W. Cole Co., has retired from the active management of the concern. He, however, retains his stock interests and remains a director.

### Price of the Marsh Advanced.

The American Motor Co. has announced an advance of \$10 in the price of the Marsh motor bicycle—from \$165 to \$175. The increase becomes effective on May 1.

### RUBBER GOODS MEETING

#### Dale Re-Elected and Five New Directors Chosen—Annual Report Rendered.

Several changes in the personnel of the Rubber Goods Manufacturing Company, were made at the annual meeting in this city on Thursday last. H. O. Smith, president of the G & J Tire Company: W. Seward, jr., treasurer.

New York Belting and Packing Company being elected directors to succeed Milton S. Burrill, Lewis D. Parker, James B. Taylor, H. C. Winchester, who retired, and Henry Steers, deceased. The following named retiring directors were re-elected: Charles H. Dale, E. Hopkinson, T. J. Taylor, H. Keene, C. A. Hunter, F. W. Eddy, Edward Lauterbach, A. L. Kelly, C. J. Butler, manager Morgan & Wright, and William T. Cole.

The board of directors of the Rubber Goods Manufacturing Company, as now constituted, has only three members who are not practical rubber managers and early identified with the business.

The board organized by the election of the following named officers: President, Charles H. Dale; vice-presidents, E. Hopkinson, T. J. Taylor and C. A. Hunter; secretary and treasurer, Harry Keene; assistant secretary and treasurer, James McGuffog. The following named members compose the executive committee: Charles H. Dale, E. Hopkinson, H. Keene, T. J. Taylor, C. A. Hunter, William Seward, jr., and E. J. Coughlin.

At the meeting 165,829 votes were cast, all in favor of the official ticket.

In his report President Dale says:

"While business was good during the first half of the year 1903, the general depression in trade throughout the entire country commencing in August has been keenly felt by the rubber industry. Notwithstanding this, the sales for the year show an increase over the preceding years.

"In considering the percentage of profit it must be borne in mind that although the percentage is slightly lower than last year,



this is in the face of the enormous increase in the cost of crude material—notably rubber and cotton. The closest attention has been paid to the maintenance of the plants, the sum of \$209,645 having been expended during the year for this purpose, as against \$149,576 for the previous year.

"Where the appraisal of quantities and values have been necessary, as in "stock on hand," "account and bills receivable," etc., it has been made on the most conservative basis, and in every instance are under rather than over values."

The annual report for the year ended March 31, 1904, and the comparison with fifteen months ended March 31, 1903, and the calendar years of 1901 and 1900 are as follows:

|                     | 1904.<br>12 Mos. | 1903-2<br>15 Mos. | 1901.<br>12 Mos. | 1900.<br>12 Mos. |
|---------------------|------------------|-------------------|------------------|------------------|
| Div. from con. Cos. | \$880,469        | \$1,570,403       | \$1,362,824      | \$1,301,610      |
| nt. acct..          | +5,584           | -47,483           | -22,557          | +25,562          |
| Tot. inc            | \$886,053        | \$1,522,920       | \$1,340,267      | \$1,327,172      |
| Ex. pd....          | 103,702          | 142,675           | 63,404           | 101,878          |
| Balance             | \$782,351        | \$1,380,245       | \$1,276,863      | \$1,225,294      |
| Pfd. div..          | 563,598          | 704,497           | 563,598          | 541,180          |
| Balance             | \$218,753        | \$675,748         | \$713,265        | \$684,114        |
| Com. div..          | .....            | .....             | 338,834          | 472,233          |
| Balance             | \$218,753        | \$675,748         | \$374,431        | \$211,881        |
| Chgd. off.          | 87,271           | 650,426           | .....            | .....            |
| Surplus             | \$131,482        | \$25,322          | .....            | .....            |

In the years 1901, 1900 and 1899, there was a total surplus after charges, dividends, etc., of \$822,978, from which amount there was "charged off" \$618,825, leaving a balance for the three years of \$204,043.

The operations of the controlled companies for the last four years (the year 1902 being charged with fifteen months' dividends) follow:

|                                 | 1903.        | 1902.        | 1901.        | 1900.        |
|---------------------------------|--------------|--------------|--------------|--------------|
| Net sales.                      | \$14,310,752 | \$13,999,329 | \$14,348,046 | \$13,364,090 |
| Ern of Cos                      | 2,133,787    | 2,252,954    | *1,898,964   | *2,083,050   |
| Main., rep., & depre            | 505,210      | 685,830      | 201,911      | 198,921      |
| Balance                         | \$1,628,577  | \$1,567,124  | \$1,697,053  | \$1,884,129  |
| Skg fund, addi &c               | 316,758      | 117,375      | 50,467       | 50,738       |
| Net                             | \$1,311,819  | \$1,449,749  | \$1,646,586  | \$1,833,391  |
| Net earn as pr pre rp           | 492,208      | 721,183      | .....        | .....        |
| Tot. net                        | \$1,804,027  | \$2,170,932  | \$1,646,586  | \$1,833,391  |
| Div pd Rub                      | .....        | .....        | .....        | .....        |
| Gds Mfg                         | 880,469      | 1,570,403    | 1,362,824    | 1,301,609    |
| Balance.                        | \$923,558    | \$600,529    | \$283,762    | \$531,782    |
| Div. to oth.                    | 58,392       | 108,321      | 107,124      | 133,084      |
| Net unap. earn'gs               | 865,166      | 492,208      | 176,638      | 398,698      |
| Less other stockh'rs            | 47,613       | 22,606       | .....        | .....        |
| Net belong. to Rub Gds Mfg. Co. | \$817,553    | \$469,602    | .....        | .....        |

\*Maintenance and repairs deducted.

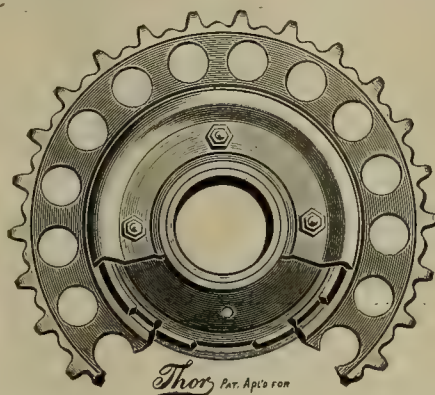
The general balance sheet of the Rubber Goods Manufacturing Company as of March 31, 1904, compares as follows:

|                      | Mch. 31, 1904. | Mch. 31, 1903. | Dec. 31, 1902. | Jan. 31, 1901. |
|----------------------|----------------|----------------|----------------|----------------|
| Assets:              |                |                |                |                |
| Invest. sub.         |                |                |                |                |
| Cos.                 | \$25,015,280   | \$24,808,280   | \$24,928,646   | \$22,129,732   |
| Plts own             | 120,000        | 120,000        | 110,000        | .....          |
| Office fur.          | 3,547          | 1,027          | 856            | .....          |
| Cash                 | 305,849        | 56,619         | 74,323         | 318,247        |
| Mtge. bds            | 31,000         | 31,000         | 15,000         | .....          |
| Accts & bills rec'd. | 3,920          | 205,537        | 876,856        | 765,590        |
| Treas. stk. at cost. | .....          | .....          | 292,443        | .....          |
| Net earn.            | .....          | .....          | .....          | 557,397        |
| prop acq.            | .....          | .....          | .....          | .....          |
| Total                | \$25,359,596   | \$25,222,463   | \$26,298,125   | \$23,770,866   |
| Liabilities:         |                |                |                |                |
| Com. stk.            | \$16,941,700   | \$16,941,700   | \$16,941,700   | \$15,134,600   |
| Pfd. stock           | 8,051,400      | 8,051,400      | 8,051,400      | 7,621,300      |
| Bills pay.           | 5,652          | .....          | 450,000        | .....          |
| Pde sub Cos.         | .....          | .....          | 597,326        | .....          |
| Due others           | .....          | .....          | 53,657         | .....          |
| Surplus              | 360,845        | 229,363        | 204,042        | 1,014,966      |
| Total                | \$25,359,596   | \$25,222,463   | \$26,298,125   | \$23,770,866   |

## THOR'S NEW SPROCKET

**Designed for Motorcycles and Serves Many Purposes—Its Ingenious Construction.**

In starting a chain driven motorcycle the jerk, incident to the immediate delivery of power by the chain, is one of the trifling and temporary discomforts of that type of machine. Several differing devices are employed to overcome it, the most recent creation of the sort being the Thor yielding and compensating sprocket, shown by the accompanying illustration. It is, of course, made by the Aurora (Ill.) Automatic Machine Company, to whose interest and efforts the cause of motorcycling owes so much; the sprocket naturally is designed for use on the motor bicycles in which the Thor fittings are employed, and may be applied to any of them at a small extra expense.



The fact that it bears the name Thor is sufficient guarantee of its quality.

The Thor people emphasize the statement that this sprocket is not a friction clutch, and add that it not only absorbs the shock of the motor and prevents chain breakage but deadens the sharpness of the exhaust, being especially desirable when running at low speed. It consists essentially of three parts; two side plates and the sprocket rim. Between each plate and the sprocket rim are two square bronze rings rolled diagonally and fitted in grooves similarly shaped in the sprocket rim and side plates. The side plates are clamped together with bolts and nuts on the inside of the sprocket rim, and adjusted to suit the rider's requirements. If the rider desires a rigid drive, it requires but a moment to tighten up the nuts and secure the desired results.

The sprocket is of peculiar construction; it has a contact surface of nearly ten square inches on the bronze rings, and therefore, the same amount on the sprocket and sides. Owing to the diagonal position of the contact members, the gripping strain is increased in proportion to the pulling of the chain; hence, it is not necessary to clamp the sprocket very tightly. Further, the diagonal construction will always center the sprocket, and compensate for any wear which may occur.

Owing to the large contact surface and the slight pressure necessary, the sprocket, while absorbing all the jerk of the motor,

does not lose its adjustment and permits the machine to be stopped almost instantly by allowing the motor to slow down, and stop gradually, independent of the machine.

This sprocket takes the place of the ordinary countershaft sprocket, and without any changes in the other parts. It is of attractive appearance, and is almost indestructible.

### Silver Spoons on 20th Anniversary.

Through all the vicissitudes of time and the changes in the trade there has been for the last twenty years a Columbia bicycle store at No. 12 Warren street, New York. It was twenty years ago in February that the store was opened there by Elliott Mason. C. M. Richards started with him there as salesman. On April 13 following Isaac Knowlden started in with Mr. Mason, and he, like Mr. Richards, has been with him ever since.

On Wednesday, the 13th, when Knowlden's cycle of twenty years of service had been completed, Elliott Mason invited him and Richards to dine with him at home that evening. It was a quiet but sumptuous dinner en famille, and the evening was full of reminiscence. When the two guests were departing each was presented with a box containing half a dozen silver spoons as a souvenir of the twenty years of work together.

### Reliance Absorbing Empire State.

An arrangement has been consummated whereby Charles Reynolds, president of the Reliance Motor Cycle Co., Addison, N. Y., purchased the building occupied by the Empire State Cycle Co. as a permanent plant for the manufacture of the Reliance motorcycle. Negotiations are now being made for the purchase of the machinery, which is at present the property of the Empire State Cycle Co., and now being used to manufacture the new machines. The old Empire State Cycle Co. are clearing up the floors and disposing of their stock, and will give entire possession to the new company early in the summer. The company was incorporated last September, with a capital stock of \$15,000, with C. D. Reynolds president, J. F. Doll vice-president and W. H. Ives secretary and treasurer.

### The Way of One Pope Man.

"Pope's man" is the fashion in which John R. Werner, of Jacksonville, Fla., one of the Pope Mfg. Co.'s Southern travelers, subscribes himself on the hotel registers. It appears to obtain for him a lot of publicity, and, as Werner knows how to shout "Good roads" very loudly and is booming a road from Jacksonville to Miami, he is getting "all that is coming to him," and perhaps a little more.

### Johnston Gets More Room.

P. H. Johnston, Newark, N. J., agent for Pierce and Indian bicycles and Indian motor bicycles, has found his present store at 890 Broad street, too small for his business. On May 1 he will in consequence move to much larger quarters at 267 Halsey street, near William street.



## DUNLOP'S CARBURETTER

**Long Promised, Come at Last—Proves Simple and Regulates Itself to all Speeds.**

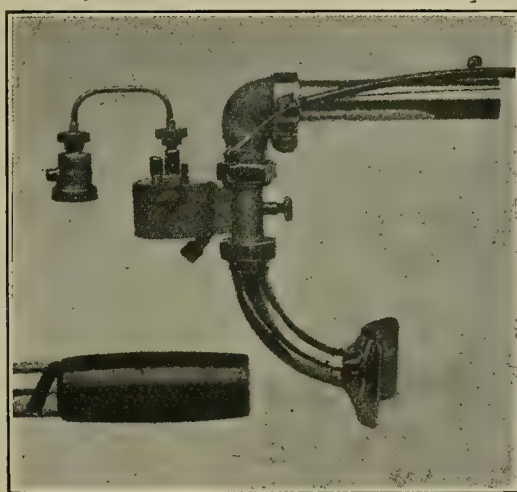
After a year of promise, the automatic carburetter created by J. B. Dunlop, the inventor of the pneumatic tire, has made its appearance on the British market. It is shown by the accompanying illustration.

The gasoline is fed from the tank to the small chamber seen at the extreme left of the photograph. This chamber acts both as a dirt and water trap, preventing any foreign substances being carried over the float chamber. The bottom of it unscrews for cleaning purposes. The gasoline goes to the float chamber through the tube, a coned nipple and small milled-headed union forming the joint. The float and float chamber are simplicity itself. The float is of close varnished cork, and has the needle valve stuck in its center. Beyond the float it is triangular in shape, and just fits easily within a tube formed in the lid of the float chamber, the triangular shape being given to it in order that a clear passage for the gasoline may be given. The upper end of this tube is coned out, and forms the needle valve seat. Thus beyond the rise and fall of the float directly as the level in the chamber, there is not a single moving part in it. The lid is made double, with a false lid entering the chamber, and separated from the lid proper by about 3-16 inches. The object of this is to make the chamber perfectly watertight, and with the same end in view the little float agitator or plunger has been made with an inverted cap. The lid is secured by two milled thumbscrews, so that it can be removed with ease and without any tools.

The spraying chamber is a straight pipe parallel with the float chamber, communication between the two being made by an oblique tube of small diameter. There is no spraying nipple, simply a hole in the spraying chamber wall, opposed to which is the flat end of a horizontal screw, the milled head of which can be seen at the right-hand side of the carburetter. At the end of the spray chamber below the jet there is a wire gauze screen; above the jet the pipe is suddenly enlarged and another gauze screen fitted in the enlarged portion. A small butterfly throttle actuated by a Bowden wire is above this, and the mixture is taken thence to the induction pipe. Below, hot air is drawn in through the hooded pipe which fits around the ribs of the cylinder.

The automatic device, contrary to usual practice, is operative on the gasoline feed, instead of on the air, but the way in which it works is curious. A piece of wire having sawlike teeth cut in it, is inserted in the oblique passage between the float chamber and the spraying orifice, this wire constituting the whole device. The action is as follows: The gasoline in flowing through

the tube meets these saw teeth, and the teeth oppose the flow, forming eddy currents in the fluid. When the engine is running slowly, the flow is sluggish, and if the carburetter is adjusted an absolutely correct mixture is obtained. When the speed is increased, however, instead of as usual getting a surplus of gasoline in the mixture, the increased rapidity of the flow causes the gasoline to hurl itself with more force into the sawlike teeth, and so increase the resistance to its own passage into the spraying chamber. This resistance becomes such that only the correct amount of gasoline is admitted, no matter what the speed of the engine. Thus the carburetter is absolutely automatic, free from moving parts, and, so far as its automatic device is concerned at any rate, is claimed to be everlasting.



Some idea of the size of the carburetter can be gained from comparing it with the twist grip shown in the picture.

"Of its absolutely automatic properties we can speak most favorably," says a critic; "the other points are obvious."

### The Retail Record.

Madison, Wis.—L. F. Schoelkopf, store damaged by fire.

Bay Shore, L. I.—C. C. Higgins, business removed to Cedarhurst, L. I.

Manchester, Mass.—Perkins & Corliss, Central Square, reopened store.

Athens, Ga.—W. J. Russell, store destroyed by fire. Loss estimated at \$500.

West Haven, Conn.—N. D. Etheridge opened a repair shop at 469 Campbell avenue.

Findlay, Ohio.—A. E. Shufeldt will open a repair shop at 105 East Sandusky street.

Greenfield, Mass.—Jacob Shick will erect a building to be used as a store and repair shop.

Kenton, Ohio.—Harry Layton purchased business of M. A. Smith, East Columbus street.

### Incorporates to Make Ball Bearings.

Incorporation papers under Delaware laws have been taken out by the Clarke Ball Bearing Company, New York, with \$500 capital. The stated object is to manufacture ball bearings for bicycles and other machinery.

## POPE'S DECISION MADE

**Will Again Support a Racing Team—Men Selected Include Two Foreign Cracks.**

After considerable suspense, the long expected announcement that the Pope Manufacturing Company would support a racing team this year was made last Tuesday by Robert L. Winkley, manager of the Department of Publicity. The company will employ fifteen riders, of whom fourteen are sprinters and one a pace follower. The Eastern Department will be represented by ten riders, five each on the Columbia and Tribune, while the Western Department will have five riders mounted on Ramblers. The probable members of the team are as follows:

Rambler team—Walter Rutt and Meyer, of Germany; James B. Bowler, of Chicago, and John and Menus Bedell, of Lynbrook, L. I.

Columbia team—Iver Lawson, of Salt Lake City; Bobby Walthour, of Atlanta; E. F. Root, of Boston, Oliver Dorlon, of Coney Island, and George Glasson, of Newark.

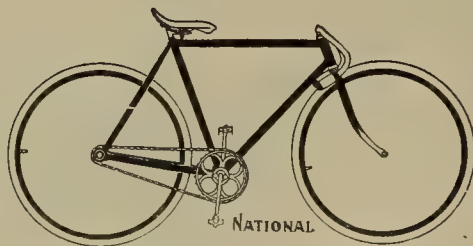
Tribune team—Floyd A. McFarland, of San Jose, Cal.; Jed Newkirk, of Chicago; Joseph McKinnon and P. F. Logan, of Boston, and Floyd Krebs, of Newark. These are the men selected; they have not yet been formally signed.

Of the newcomers, Walter Rutt is the most notable. He was born in Cologne, is 5 feet 8 inches in height and weighs 154 pounds. He first came into prominence in 1901, when he defeated Seidl, Huber and Schilling. He was quite successful in 1901, and defeated Willy Arend several times, Arend being the recognized champion of Germany at the time. In 1902 he went to Paris and won many races, and was also the winner of the Grande Prix of Hahburg. Last year he was very successful and defeated Major Taylor, Ellegaard, Meyers and other good European sprinters. He is said to have won 49 first, 24 seconds and 11 thirds last year, being unplaced in only seven races.

This year he raced at Paris, and on March 20 won the Prix d'Overture at the opening day of the Buffalo Velodrome, defeating Ellegaard and Meyers in the final the same day Bardgett had his unsuccessful match with Piard. Rutt was second on April 1 in a four cornered international match race at the Canning Town track in London, which was won by Walter Bardgett, Sydney Jenkins being third and Willy Hinz fourth. Rutt was second in two of the heats and won the third one at a mile. Many of the British and Continental cycling writers predict that Rutt will be the champion of the world. He has a long powerful sprint, and rides with excellent judgment. In appearance he bears a strong resemblance to Frank L. Kramer as the champion looked when he was an amateur.

Meyers made a trip to this country a few years ago at the same time August Lehr, also of Germany, was here. They raced at Bel Air, Florida, and around New York City, and Meyers made a good showing. He is a strong rider, and is placed on the ten yard mark in mile handicaps when Ellegaard, Rutt, Jacquelin and Major Taylor are scratch men.





## WHEREVER

there is a bicycle ridden you will find a National In every community there are some discriminating riders who select the best.

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Replacements.



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OMAHA,  
MINNEAPOLIS,  
DENVER,  
LOS ANGELES

**FISK RUBBER COMPANY,**  
**Chicopee Falls, Mass.**



# THE BICYCLING WORLD

FOUNDED 1877  
and MOTORCYCLE REVIEW

In which is Incorporated  
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Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, APRIL 16, 1904.

## Road Racing and Publicity.

Much seed has fallen in fertile places. The shoots of real interest and practical activity are beginning to appear in the fields, where for too long only the weeds of apathy and inaction have grown.

For the first time in several years the dealers of the bicycle industry, the jobbers and retailers, are showing a realizing sense that a practical activity in the sport is their heritage and as much a detail of importance as keeping a sign over the door. At last the dealers are doing something to further the sport upon the prosperity of which they depend for business. They are going to try to help their business, instead of sitting still and letting it take any course it might, or stagnate.

Literally from all points of the compass comes the news that road races are to be promoted on the holidays of the riding season. The calendars for New York and Chicago are crowded with events. The good, old Irvington-Millburn near New York is flanked

and backed by half a dozen other events already programmed. The Century Road Club of America, the Century Road Club Association, the Associated Cycling Clubs and several individual clubs have road races announced that will keep things stirring from May till November. In Chicago, too, there are events arranged for every holiday during the season. Then there are reports from Springfield and Worcester, Mass.; Denver, Col.; Wichita, Kan.; Bloomington and Springfield, Ill.; Terre Haute, Ind.; Grand Rapids, Mich.; Tampa, Fla., and Atlanta, Ga., of road races that have been planned and will be either promoted or helped by the local dealers. There is similar good news from other places, and it is probable there are others yet to hear from.

This is excellent. The example set will be followed everywhere. It is most promising and cheering. The activity and interest aroused by these races will stir up former riders and make new ones, and lead to all being more enthusiastic. This will benefit the trade.

It is not, however, this direct benefit that is the greatest and best result sought for and which it is possible to obtain.

The big result will not be gained unless advantage is taken of the aroused activity and interest. The advantage to be taken is the publicity that the activity will make possible. Publicity of a renewed liveliness in cycling is what will bring the results with a big R. This is the all important end that never should be lost to sight.

Editors of all sorts and everywhere take notice of what is doing. Events that are, or seem to be, popular or gaining in public interest are the goods in which they deal. Wherever there is "something doing" it is their business to pay attention. Now in former days the popularity of cycling was an obtrusive fact, and the newspapers hunted for news of the sport. For several years the editors have been allowed to rest almost undisturbed in the belief that cycling is a sport in which there is "nothing doing." It is to be noted that they use cycling news if it is sent to them—that fact is important—but they do not send out after it. In these days it must be taken to them.

Important above all else in this aroused activity of the dealers is the necessity of having the right sort of men devote their attention to furnishing the newspapers with cycling matter. Before, during, after and between the racing events "copy" should go steadily to the newspapers. It makes all the difference in the world, too, how this is

done. To get the results the proper sort of "copy" must be furnished. Where there is no one else to do this work it will pay to engage some local reporter to attend to it. Such men can be interested if there is really "something doing." Talk is cheap, but the biggest papers in the country print a lot of talk, and it is interesting. Interesting talk of events current and to come is usually acceptable to local newspapers. More important than the list of officials for the races is the work and creating this talk and seeing to it that the papers get it. It will have to be taken to them for a while, but if the best foot is put forward they will soon be seeking it again.

Publicity is, then, the main thing in all this revival. We repeat it without hesitancy. It cannot be insisted upon too often, nor emphasized too strongly. It cannot be kept too prominently in the mind of the dealers abetting this revival of road racing.

Publicity, that is what is going to bring results with a big R—again, Publicity.

## "Small Potatoes" in St. Paul.

It strikes one as being rather a mean spirited proposition that the automobilists of St. Paul made when they offered to pay the cost of repairing the cycle paths for the privilege of using them. The cycle paths are not wide enough to be properly suitable for automobiles, but by taking the paths, after all the trouble of getting them legalized and the expense of establishing them had been paid by the wheelmen, and having only the cost of maintenance to bear, the automobilists would be getting them so cheaply that it would be worth their while.

It was "small potatoes" on the part of the automobilists to make the offer, but it was smaller potatoes of the cyclists in protesting against paying a dollar instead of 50 cents for a license tag. The promptness with which the automobilists stepped forward and agreed to stand an assessment of \$25 each in order to maintain the paths should teach the cyclists a lesson on what a valuable privilege they have in the cycle paths.

Like too many other great boons that are obtained cheaply, cycle paths are not properly appreciated. If riders paid for them in proportion to what they pay for other pleasures they would easily pay \$25 a year for their tags. Considering what is ordinarily spent for refreshments on every cycle ride, it would be easily worth 10 cents a trip to ride on the paths; and yet the riders make a fuss about paying \$1 for a whole year.

If no paths existed, how many times in a



year would it be that a rider when out on the road and going wearily homeward would declare to himself that he would pay \$1 right on the spot for a nice, smooth path to travel on all the way?

#### Readiness to Meet Demands:

Difficult as it sometimes is, the ethics of good storekeeping demand that at least one machine be kept on the salesroom floor at all times, ready to be taken away instantly if the customer so desires. Although very far from being the rule, there are plenty of cases where this course is pursued by the customer, and in a few of them the sale really depends on the machine being ready.

In these days there is little or no excuse for a dealer's being short of stock. Unless it is some model on which the demand is unexpectedly large, and for that reason outruns the supply for awhile, the stock on hand should be both representative and complete. Especially when the season is as backward as the present one, stock should be accumulated, so that a reserve will be on hand when the selling becomes brisk and deliveries are being made rapidly. To risk being caught napping is to court disaster, so short has the selling season become and so important is it to secure every sale possible.

Another important matter is to be absolutely sure that a machine is in perfect order when delivered. In the early season little things are especially apt to go wrong; and the harm they do is almost direct ratio to this aptness. A machine that is all right and pleasing to its purchaser may be the means of selling half a dozen more to the friends and acquaintances of the owner. On the other hand, if it goes wrong, no matter in how trivial a way, judgment is suspended on it. An imperfectly adjusted bearing, a pedal that works loose because it has never been screwed home, a chain too tight or too loose, has more than once damned a machine, even if only temporarily.

The factory inspection is so thorough nowadays that it assures machines being sent out that are beyond criticism. But every factory inspector is human, and the possibility of his making a slip should always be considered and guarded against by the simple expedient of testing his work with a wrench or other tool. Besides, no machine is ready to ride when taken from the crate, and such simple tasks as putting on the pedals, handlebars and saddles can be botched. To see that they have been done

right is an easy matter, one that no wise dealer ever neglects.

Readiness is half the battle, and the dealer who has laid the foundation of a good business by stocking a high class of machines, and has backed this up by being ready, need fear no lack of patronage.

#### Entitled to its Plume.

For a seven-months-old youngster the Federation of American Motorcyclists has done so uncommonly well as to be fairly entitled to a plume. The death of the automobile bill in Maryland, and the same fate which befell the Rhode Island measure, are equivalent to victories, and, coupled with the big victory in New York, gives the Federation a record of having "won its point" in the three States in which it tried its wings. It is a really notable record, and one that affords inspiration for further performance on the same line and other lines of usefulness. New Jersey, Pennsylvania and Massachusetts, in which the "heel of oppression" still weighs heavily, are known to be marked out for attention, and, the F. A. M. having proven its mettle, if the motorcyclists but flock to the standard as they should flock, results are almost certain of achievement.

It is called to our attention that New York was not the first State to enact a law exempting motorcycles from the application of measures designed to affect automobiles. Two years ago, Connecticut passed a bill fixing the "fares and tolls on power vehicles on the several bridges and ferries," which specifically excepted and excepts motorcycles. By implication this bill excepts motorcycles from the other laws applying to power vehicles, but the New York law goes further and excepts them in exact language. The value of Connecticut's precedent is, however, undoubted, and the Nutmeg State deserves the glory that goes with it.

Little things do much to make or mar a rider's comfort. The set of a saddle, for example, may make all the difference in the world in pronouncing an opinion on a machine. If it be too high or too low, too far forward or back, tilted too much in either direction, the pleasure of riding is lessened, perhaps spoiled. The difference of half an inch in the reach of a rider will make a machine seem to run hard and prevent feeling at home on it. Get the saddle and handlebar right, no matter how much experimenting has to be done.

## SAFE IN MARYLAND, TOO

### Motorcyclists Win in That State and Parks are Opened to Them.

Maryland motorcyclists and motorcyclists of other States entering Maryland will not be vexed or embarrassed by laws designed to apply to four wheeled automobiles. The Collins bill, which originally made for this condition, died a natural death in the legislature, which adjourned without passing it. The lawmakers will not meet again for two years.

Although the Federation of American Motorcyclists was successful in its efforts to have the bill so amended that it would not apply to motorcyclists, its defeat is as good as a victory. It leaves motorcycles and motor cars where they previously were—in the same class with other vehicles, which is all that can be desired.

The active work in the matter was performed by Howard A. French, the F. A. M. representative in Baltimore, who, joined with the local riders, followed up success in the legislature by bringing such pressure and argument to bear on the Baltimore Park Board that on Friday of last week they revoked their rule prohibiting the use of motorcycles in the public parks, Druid Hill Park in particular. They now have equal rights in those pleasure grounds with other vehicles.

"We are now in our glory," says Mr. French, "and if we had better streets, motors would be humming everywhere."

#### Jockey Maher Cables for a Mount.

"Something from home," recently met the gaze of Danny Maher, the American jockey who is riding in England now, and fascinated him and caused him to do an interesting thing.

What he saw was an American bicycle, one of the "Columbia Superbs," with a "chrysobér" finish. Danny was completely captivated. He wanted one—must have it as soon as possible. All thoughts of conservatism and economy faded from his mind and this is what he did: He went to a telegraph office and sent a cable to Edward Fay, at the Pope Manufacturing Company, Hartford, whom he knew. The jockey did not spare words and wrote in full the address and just what he wanted. The result was a cablegram that cost him \$7.

But Danny will get his bicycle at Newmarket, England.

#### Cup for International Motorcycle Race.

The Motorcycle Club de France has undertaken the promotion of a "coupe internationale" for motor bicycles, on very similar lines to the James Gordon Bennett international contest for automobiles. A cup worth about 2,000 francs has been offered, and the first contest will take place, naturally enough, on French soil this year, under the regulations accepted by the A. C. F. Full details of this event are shortly to be issued.



## 7,000 AT VAILSBURG

**Track's Reopening Attracts Rousing Crowd  
—Kramer Wins—Lee a Surprise Party.**

A "bumper house" at the reopening of the Vailsburg track last Sunday demonstrated that cycle racing has lost none of its potency in Newark and vicinity. It was the first Sunday meet since 1902. The 7,000 spectators were put to a test both before and after they reached the track, for dark clouds threatened a rainstorm, and more than half of them had to stand, owing to the delay in finishing the new grandstand. The fire which recently destroyed the grandstand did little

Six new professionals made their debuts, George Glasson and G. C. Benfer, of Newark; Joe Fogler and Oliver Dorlon, of Brooklyn; Ernest Meade, of Bayonne, and Joseph T. McCartley, who hails from the same town as Champion Kramer. Dorlon rode as a professional in the last six day race, and in Florida, but it was the first appearance of the others under their new registrations. Fogler and Glasson made the best showings, Fogler being placed fourth in the open and Glasson third in the handicap. Tom Butler, of Boston, and Dan Sullivan, of New-York, had entered, but were prevented from riding by the non-arrival of their bicycles. Marcus L. Hurley, of the New-York Athletic Club and Columbia University, and the amateur champion, occupied a reserved seat on a high

rode around the nine other riders on the outside, and was at Billington's heels as the latter swung into the stretch in the lead. The New-Yorker had the better sprint, and Billington was two lengths behind at the tape. Chappey, of Little Falls, N. J., whose specialty is broken collar bones, just defeated Hartigan, of Brooklyn, for third. Lee did not do so well in the final heat of the half-mile handicap, owing to his effort to do all of the pacing necessary to catch the limit men, and was "all out" when the sprint started. Oscar E. Schwab, the road rider, seemed to have the race well in hand in the stretch, but Hartigan, who ran Hurley so close in the amateur championships at Manhattan Beach last year, nipped Schwab at the tape. Charles Frank, one of the nu-



VIEW OF THE CROWD AT VAILSBURG'S REOPENING.

damage to the track surface, and that was nearly all repaired last Sunday, and the manager said the new grandstand and repairs to the track would be entirely completed before next Sunday. Hundreds of new bicycles were checked at the gate.

Though not yet cherry ripe, Frank L. Kramer realized the hopes of his admirers by winning the half-mile open in impressive style, but neither he nor Fenn competed in the two-mile handicap, which was accounted for by Menus Bedell from the 90-yard mark. The sensation of the day, however, that caused a silence almost tomblike occurred in the final of the one-mile amateur, when William R. Lee, of New-York, defeated "The Pride of Vailsburg," Teddy Billington, by two open lengths. Bleacherites and grandstand occupants sat as if stunned, and the pair were halfway around to the backstretch before the crowd recovered from its surprise and gave a few spasmodic cheers. In the final heat of the half-mile amateur handicap Billington and his adherents were again doomed to disappointment, for John Hartigan won from the 15-yard mark in 59.2-5 seconds, with the Vailsburg lad fourth at the finish.

sawhorse in front of the uncompleted grandstand. He has been playing basket ball all winter, but expects to begin training again soon. A. G. Batchelder, president of the N. C. A., acted as referee.

One remarkable thing about the racing was the number of actual starters in the various events, the novice race having thirty-eight, the amateur open fifty-three, the amateur handicap sixty-six, and eighteen for each of the professional contests. Hadfield and Kramer were the principals in the usual jawing match at the entrance to the training quarters after one of the heats of the half-mile open professional. Hadfield had tried hard to qualify for the final so as to be able to help his team mate, Floyd Krebs, but Jed Newkirk secured Kramer's rear wheel, and was towed into second place, the Newark oarsmen being shut out. Hadfield told Kramer he had a good mind to protest him for the first piece of foul riding he had ever seen him do, but he changed his mind.

Lee, the new amateur star, won the open entirely on his own merits and without any aid. He was absolutely last at the bell, while Billington was in second place. Lee

merous "indoor kings," defeated Billington for third.

Root, as winner of the fastest trial heat, had the pole in the final of the professional half-mile open. The other starters were Fenn, Kramer, Glasson, who had won his heat; Fogler, Leander, Newkirk and Lake, Root and Leander announcing they would team. Kramer took the lead on the backstretch and led to around the team. Just before beginning the last lap, Leander and Root rushed to the front, with Kramer closely following the latter. When the last turn was reached Kramer jumped by Root for a lead of three lengths. The Jerseyman's move seemed to take Leander unawares, and, instead of staying on the pole and allowing Root to go by past on the outside, the Chicagoan swung up the bank to let his team mate through on the pole. The Bostonian made a meritorious effort to overtake Kramer, but the latter won by three open lengths. Fenn and Fogler had a great tussle for third place, which the judges awarded to Fenn though many of the spectators yelled for Fogler when Fred Burns made the announcement.

Kramer and Fenn did not feel quite "up



to" the two-mile handicap, Root at thirty yards being virtual scratch man. There were still eighteen starters as Guery and Benfer rode in addition to the others. Leander and Root, Hadfield and Krebs and the Bedell brothers were teamed. Benfer won his first dollar as a professional by crossing the tape first after the starting gun had been fired. Leander and Hadfield did the pacing which brought the back markers up on even terms with the limit men. Leander and Root became separated just before the bell, when Hadfield and Krebs were leading. Menus Bedell rode out of the bunch on the backstretch, and corralled Krebs on the last turn, winning by two open lengths. Glasson just defeated Schreiber for third place.

#### Summaries:

Quarter-mile novice—Won by Al. Steinert, Hicksville, L. I.; O. J. Steih, B. W., New York, second; Frank Bassani, R. W., New York, third. Time, 0:44 2-5.

One-mile open, amateur—Won by William R. Lee, New York; Teddy Billington, Yale B. C., Vailsburg, second; H. E. Chappey, Little Falls, N. J., third; John Hartigan, Brooklyn, fourth. Time, 2:23 2-5.

Half-mile open, professional—Won by Frank L. Kramer, East Orange; E. F. Root, Boston, second; W. S. Fenn, Waterbury, Conn., third; Joe Fogler, Brooklyn, fourth. Time, 1:04.

Two-mile handicap, professional—Won by Menus Bedell, Lynbrook, L. I. (90 yards); Floyd Krebs, Newark (60 yards), second; George Glasson, Newark (120 yards), third; George C. Schreiber, New York (120 yards), fourth. Time, 4:16 3-5. Lap prize winners, Guery, 3; Hadfield, 2; Benfer, 1; Deetjen, 1.

#### New Yorker Trowned in Buffalo.

W. W. Whitelock and W. H. Reilly each won a race at the games of the 74th Regiment in Buffalo last Saturday night. Whitelock started from scratch in the two-mile handicap, and captured the event by a narrow margin. The unlimited pursuit race had four starters, Reilly and Whitelock, of the 74th Regiment; C. McCracken, of the Woodbine W. C., and the New York flat floor rider, Everett Ott, of the 22d Regiment. Reilly made the first mile in 2:18, and caught his opponents rather easily, winning in 2 miles, 1 lap and 80 yards. Summaries:

Two-mile handicap—Won by W. W. Whitelock, 74th Regiment (scratch); W. H. Reilly, 74th Regiment (30 yards), second; R. Lewis, Ramblers' B. C. (100 yards), third. Time, 4:40.

Four-cornered pursuit race, unlimited—Won by W. H. Reilly, 74th Regiment; W. W. Whitelock, 74th Regiment, second; C. McCracken, Woodbine W. C., third; Everett Ott, 22d Regiment, fourth. Distance, 2 miles, 1 lap and 80 yards. Time, 5:22 4-5.

#### Paris Still Contributes Big Purse.

The Grande Prix Cycliste de Paris, better known simply as the Grande Prix, will be run this year for the eleventh time on June 19, 23 and 26. The Paris Town Council has made the usual appropriation of \$2,000 for prizes, and the race will be conducted under the auspices of the Union Velocipedique de France.

## TAYLOR FINED \$20

### For Bumping McFarland in Their Last Race —Negro Saves a Big Meet.

Melbourne, March 10.—The disqualification of Lawson for twelve months has, on appeal, been reduced to three months, on the ground that it was not positively clear that the interference was deliberate and wilful. The appeal board, however, after exhaustively dealing with the matter, occupying in all about nine hours, during which some twenty persons were examined, appeared satisfied that Taylor was so affected as to cause him to tumble. In my own opinion a contributory cause to the trouble was the inferior track, which, however, may or may not have been a factor in the interference. It seems possible that "accidents" of this nature are more easily caused on a badly shaped and badly banked track than on a path thoroughly up to date. Lawson is returning to the States at once, probably on the steamer that carries this letter.

It was over a week before Major Taylor again felt himself, out two days later, without any intermediate training, he won an international championship race of one mile at Adelaide. He, with Lawson and Macfarland, were to have appeared at the Adelaide race meeting, but "Mac" was the only one of the trio who appeared during the first two days of the meet, and he was not able to draw the crowd. The promoters in these two days lost \$1,500, but the third day Taylor was able to appear, and through his presence, presumably, there was so great a crowd that the meeting closed with a small profit of \$400 to the management, where they anticipated a big deficit.

The meeting will extend over March 9, 12, 14, 16, 19 and 23, and the heats and semi-finals of the £1,000 handicap will be made to stretch over the whole meeting, if possible. The expenses of this venture are very large, and the attendances will have to be fairly numerous to make it pay. At a social function at Sydney last week there was some talk of a big prize (£1,000), to be given for a scratch race next season, as a draw for Continental and American cracks, instead of heavily subsidizing them.

The net result of the first day's racing at Sydney last evening was the fining of Major Taylor \$20 for bumping Macfarland in the finish of a five-mile scratch race, which the negro won. It seems that in the last sprint "Mac" was on the outside on the bank (it is a circular track), and he came down inside right on to Taylor, who, it would appear, lunged out to meet an expected collision, and so ward off the effects of a bump. Anyhow, Macfarland's front wheel came into contact with the Major's crank and several spokes were broken, which stopped "Mac's" effort. He protested, and the officials in fining Taylor considered him to have been guilty of careless riding. The remaining events

run at the meeting were a handicap half-mile, in which the men were too liberally handicapped to permit of the scratch man, Taylor, getting up. The time of the race was 55 seconds, and three preliminary heats of the Sydney Thousand Wheel Race, one mile, when nine men qualified for the semi-finals. There were 15,000 present.

#### Bargett Wins in London.

Walter Bardgett, of Buffalo, won the four cornered international match race which was run at the Canning Town track in London on Good Friday, April 1. His opponents were Walter Rutt, of Germany, who is coming to America to race this summer; Sydney Jenkins, of England, who, with Gascoyne, raced on the N. C. A. circuit in 1901, and Willie Hinz, of Russia. The match was three heats, decided on the English point system, the winner of each heat scoring 1 point, second 2, third 3 and fourth 4, the rider having the least number of points to be declared the winner of the match.

The distance of the first heat was 583 yards, one lap of the track. Jenkins led into the stretch, where Rutt drew alongside, but Bardgett jumped and nipped Rutt at the tape, Jenkins being third and Hinz fourth. The time was 44 4-5 seconds. The second heat was half a mile. Bardgett won from Rutt by inches only in 1:25 2-5, with Jenkins third and Hinz fourth. The fourth heat was one mile, and most of the distance was ridden leisurely. Rutt proved the fastest jumper, and won from Bardgett by several lengths in 2:47 1-5. Jenkins was third and Hinz fourth. The contest went to Bardgett, with 4 points; Rutt second, with 5 points; Jenkins third, with 9 points, and Hinz fourth, with 12 points.

#### Krebs and Hadfield "Double up."

"Shust so long as Scharlie behafes himself" Floyd Krebs and Charles Hadfield, both of Newark, will be team mates in sprint cycle racing. Krebs and Hadfield were members of the exploring party who just escaped disaster in the wilds of Florida, when they journeyed to Jacksonville a few months ago to race on Jack Prince's track in that city. Krebs, quite widely known as the "Flying Dutchman," has always been renowned for the fast time he made in training sprints, but has lacked the finesse needed to win races. Hadfield, on the contrary, is not so speedy, but is a close follower of McFarland as a track general and wins many prizes by ability to see opportunities and take advantage of them.

The pair should prove quite a factor in their races if they keep in the proper physical condition. Last Sunday Hadfield pulled Krebs to the front in the last lap of the two mile handicap, and the "Flying Dutchman" had an excellent chance to win but was not speedy enough to overtake Menus Bedell when the latter passed him on the last turn. The fact that Krebs is to be a member of the Tribune team while Hadfield rides a Regal is not expected to break up the combination.



Picture Taken, Century Season is Now Formally Open.



A brave showing of the Century Road Club Association was made in New-York last Sunday, when the annual "photograph run" to mark the opening of the season was held. The members of the Eastern and Long

Island districts co-operated for the purposes of the run, and all assembled at the soldiers' memorial arch at the entrance of Prospect Park, Brooklyn, in the morning. There was then a parade several hundred strong through the streets of Brooklyn, across the

bridge and along the asphalted avenues of Manhattan to Morningside Park, where the accompanying photograph was taken.

This was the first scheduled run of both districts, and attendance at it counted in the club run competition for 1904.

#### Wheeler Grinds Out First "Triple."

What was probably the first triple century—three hundred miles in thirty-six consecutive hours—in 1904, and undoubtedly the only one ever made in Southern California, was ridden by Henry H. Wheeler, of Pomona, on April 3 and 4. The first one hundred miles were made in 6:55, which is fair for night riding and the age of the rider, forty-nine years. This was also made without a dismount or stop for food or drink. To show that he was not "dead" Wheeler rode a century the day following. The ride will be legally witnessed, as it was impossible to get enough checking during the night.

#### To Feature Three-Day Tours.

The Century Road Club Association will arrange during the summer several tours of varying duration, usually about three days. These will be open to all riders, whether members of the C. R. C. A. or not, and each run will be captained by some one thoroughly familiar with the route.

The first of these runs will be to Atlantic City on July 2, 3 and 4, and will be headed by the veteran cyclist and soldier, Edward Jones.

#### Automobilists' Bid for Cycle Paths.

An increase in the price of tags from 50 cents to \$1 has been made for the cycle paths of St. Paul. The cyclists and dealers made an emphatic protest against this. The result was that the automobile club stepped forward and offered to stand the expense of maintaining the paths in exchange for the privilege of riding on them. The members of the automobile club would, it was represented, gladly pay an assessment of \$25 apiece for the privilege of driving on the paths.

This has given the wheelmen new cause for anxiety. They are up in arms against the proposition of the automobilists, and the idea of their taking the cycle paths from wheelmen. It is probable that the offer of the automobilists will be rejected by the authorities.

#### Lockport Elects Officials.

The directors of the Lockport Wheelmen, of Lockport, N. Y., have elected these officers: President, Fred D. Moyer; vice-president, Eugene Feree; secretary, Fred C. Watkins; treasurer, Benjamin F. Steele.

#### Passing of Buffalo's Track.

The report that Athletic Field at Buffalo, N. Y., was to be the scene of several sprint race meets this year seems to be entirely without foundation in fact. Under date of April 13 N. E. Turgeon, the Buffalo member of the N. C. A. Board of Control, writes that the cycle track and buildings are being destroyed, and he thinks the days of the old grounds as a scene of sports are past.

#### Trojan's Make Myers President.

The Trojan Wheelmen, of Troy, N. Y., have elected the following officers: President, C. G. Myers; vice-president, George B. Hallett; treasurer, A. W. Spear; secretary, William V. N. Stowell; financial secretary, Irving S. Freeman; trustees, A. J. Burch and Henry Schneider.

#### Club That Never Postpones a Run.

The Anfield Cycling Club, one of the oldest in Great Britain, held fifty-two runs during 1903, at which the average attendance was 27.96, the lowest on any run, 14. The club never postpones a run, no matter what the weather may be.



## CARE OF TIRES

### Some of the Small Attentions Necessary at This Season of the Year.

Few riders give their tires the attention they should have at the beginning of the season. They may lubricate and adjust all other parts of the machine and examine it to see that it is in good running order. But when it comes to the tires they dismiss them with an inflation.

It pays to go about the matter thoroughly and systematically. The first step is to take them off the rim—this whether they be of the cemented or mechanically attached variety. Taking the detached tire as a basis, the work of putting it in order for a season's usage may be prosecuted in this way.

Supposing it to be a cemented tire of the single tube type, the first thing is to inflate it and see if there are any punctures or other leaks. The former should be marked with a circle, using chalk, while the latter may be designated by a cross. The punctures, if there are any, should then be plugged, care being taken to see that both the "bloom" or sulphur and the accretions of dirt are entirely removed from the vicinity of the hole. As this is a job where "haste makes waste," it is well to give plenty of time to the work.

Other leaks, which are usually due to leakages of plugs, should next be looked after. Even if a test in water fails to reveal an escape of air, it is not sufficient; each plug should be examined, to see if it is tight. The cement which holds it in place may have partly lost its life and, while still airtight, be in a condition to permit a leak in a short time. Whenever there is the slightest doubt it is good policy to remove the plug and put it or another one in with new cement. If there are any cuts or gashes of such irregular shape that they cannot be plugged a vulcanization job should be resorted to.

Next, examine the valve and valve stem. The former may leak internally and require to be taken apart and repaired; or it may not be tightly wired to the valve stem; the water test will tell whether either or both troubles exist. Then the valve stem itself should be examined, to see that it has not been chafed or cut by the rim. If the tire is not placed on the latter perfectly straight, i. e., with the valve stem in the centre of the rim valve hole, chafing is likely to occur, or the tire may creep on the rim and the valve stem be cut.

When the tire has passed through all these tests it is ready to be placed on the rim. The old cement should be cleaned off both tire and rim, and the portion that remains freshened by applying a little gasoline or benzine to it. Then a coating of new cement should be applied to the tire as well as the rim, and just sufficient time given to allow the coats to become a little "tacky." Most cements do this very quickly—usually by the time the operator gets the valve ready for the hole.

Care should be taken to see that the tire is straight all the way around. Then it should be pumped hard, so that it will grip the rim and cause the cement to take firm hold.

In the case of a double tube tire, either cemented or mechanically fastened, the treatment is somewhat different. The inner tube should be taken out and carefully examined. Any punctures found should be repaired, the same precautions alluded to in regard to the cleaning of single tube tires being observed. Then the patches should be looked after, and any that are not tight should be pulled off and put on with fresh cement. The valve and its connection with the stem are likely places for leaks, and need close looking after. It must be borne in mind, of course, that there is danger of bursting or straining the inner tube if it is inflated too much. The tendency is to give it all the air it will stand, for in this manner, and in it only, the very smallest punctures are revealed. Still, much the same object can be obtained by taking a section of the tube—say, four or five inches—in the hands and stretching it. This will distend the tube and enlarge the most minute holes sufficiently to be detected. The operation should, of course, be repeated until the entire tube has been so treated.

While the inner tube is the heart of the tire, the outer cover is its protector, and therefore almost equally important. A small cut, if neglected, may develop into a serious burst.

With a cover from a cemented tire the work of repair must be done almost entirely from the outside. But a clincher tire cover can be treated exhaustively, and with total absence of difficulty. Both the outside and the inside can be examined as closely as desired. Of course, the repairs should be made from the inside, good, stout friction cloth being used for the purpose.

If the tire has been punctured, and there is a small hole on the inside of the cover, a small friction patch, applied inwardly, will make it as good as ever. But should the hole be large or of irregular shape, it is better to draw it together with a few stitches. The natural tendency is for the cover to distend, under the pressure of the air in the tube, and the stitches hold the walls of the cover together. It is a good idea, too, to smear the patch, and even the stitches, plentifully with rubber solution, in order to keep moisture from penetrating the cover and rotting the fabric. A break in the fabric, whether caused by a shock from without or by a defect in a thread, should be patched in the same way as a hole or other puncture, for if neglected it puts extra strain on the adjacent threads and renders them more likely to go also.

The life of one's tires is considerably lengthened by the exercise of care such as is here outlined, which any intelligent rider who is mechanically inclined, can give them. Furthermore, annoying accidents, due to leaky plugs, bursts, etc., will be thereby prevented.

### The Thief and the Motor Bicycle.

It has been recognized for some time that every one should know how to ride a bicycle, whether he uses it regularly for sport or not, because the ability to ride one is apt at any time to be very useful. This is rapidly becoming quite as true of the motorcycle.

To be a good all around thief, even one should know how to ride a motor bicycle. This was illustrated recently in Paris. A gang of professional thieves broke into a cycle store one night, and, after trying in vain to force the safe, they decamped with two pedal driven cycles and two motorcycles. They had not gone far before they were pursued, and then it became evident that their education did not include the running of a motorcycle, for they abandoned the power machines and tried to get away on the pedal driven machines. They could not have been very good pedal pushers, either, for they were pursued on pedal driven cycles and captured.

### Sad End of a Country Club.

At auction sale last week, the Bicycle and Field Club property at Ardmore, near Philadelphia, Pa., was sold for \$50. The first mortgage was annulled by the sale, but there is another mortgage on the property of \$7,000, in addition to \$350 worth of accrued taxes. The furnishings of the club and other articles were disposed of without mercy under the auctioneer's hammer.

The club was the pioneer of country house adjuncts to bicycle clubs. It was formed by members of the Quaker City's premier organization, the Philadelphia Bicycle Club, in the late '80s. At first a house was leased, but about 1890 a handsome building was erected on the famous Lancaster Pike at Ardmore and equipped with wheel room, shower baths, lockers, etc. For a number of years it was in a flourishing condition, but for some time has been on the down grade.

### Where Lamp Laws are Drawn Fine.

They cut things fine in Bavaria. A motorcyclist there was recently mulcted 6 marks for not carrying a lamp able to project a light 20 metres. He took his case to the Court of Appeals, and his lawyer pleaded that lamps that "throw" were not made for machines of this class; lamps existed which could project to that distance and beyond, but they were too heavy, and altogether unsuitable for motorcycles. The court rejected the appeal, observing that so long as the police regulations required a 20-metre "throw" they would have to be obeyed; parties interested should agitate for the repeal of the unpractical paragraph. The cyclist in question had a lamp projecting a light 14 metres only.

### Must Display Only One Number.

Because of a law that almost "sneaked" through the New Jersey Legislature, automobiles and motorcycles must hereafter display only the New Jersey license number when in that State. The exposure of the number of any other State is made an offense.



## FIXTURES.

April 17—C. R. C. A. 16-mile road race, Valley Stream, L. I.

April 19—Meet at Charles River Park, Boston.

April 19—Meet at Revere Beach, Boston.

April 24—C. R. C. Association one and two mile championships, Valley Stream, L. I.

May 1—Tiger Wheelmen 15-mile open road race, Valley Stream (L. I.) course.

May 1—"Revival Run" to Chestnut Hill Reservoir, Boston.

May 7—Malden, Mass., 10-mile handicap road race.

May 30—Irrington-Millburn 25-mile handicap road race.

May 30—Grand Rapids, Mich., road race.

May 30—Denver, Col., road race.

May 30—Dorchester, Mass., road race.

May 30—Chicago-Evanston road race.

May 30—Red Bank, N. J., Storck road race.

May 30—Baltimore, Md., American Wheelmen 6½-mile road race.

June 18—C. R. C. A. 50-mile road championship of United States and Canada.

July 10—C. R. C. A. 50-mile open road race, Long Island.

August 1-6—St. Louis Exposition meet.

September 3—London, Eng., World's championships.

September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.

September 8-10—London, Eng., World's championships.

## RACING NOTES.

F. E. Schefski, the old racing man, who has managed the Salt Palace track at Salt Lake City for the owners the past few years, will not be connected with it during 1904. The track has been blacklisted by the N. C. A. for non-payment of prizes to the riders who competed in a six day race which was run there last year. The money, amounting to almost \$500, must be paid before the owners of the track can conduct races there, as they have announced they will do.

Schefski was interested in a plan to form a circuit to include Salt Lake City and Ogden in Utah and Denver and Pueblo in Colorado, with weekly meets in the four cities and an occasional meet on the track at Butte, Mont., where Samuelson made his un-paced records. He has given the plan up for this year, as it was impossible to secure track sites at a reasonable ground rental. He believes, however, that the circuit will be formed and the tracks built in time for the opening of the 1905 riding season.

President W. B. Jarvis, Captain George A. Beelby and Lieutenant W. S. Daniels, of the Grand Rapids (Mich.) Bicycle and Motor Cycle Club, have been appointed a committee to go over the course of the club's Decoration Day road race and select a route. If possible, the race will be started at Comstock Park on the mile track, thence to North Park to Plainfield avenue, and the latter street to Plainfield, then across the river, returning on the west side, and have the

finishing mile on the Comstock Park track. No admission would be charged at Comstock Park, and there the spectators would be able to see the start and finish from the grandstand. After the scratch men were sent away, other attractions could be put on while the road brigade was making its trip around the course and returning to the track. Five hundred colored posters will be used to advertise the race.

It is reported in Boston that the future of Charles River track, in Cambridge, is very uncertain. The land upon which the track is built is now owned by a Massachusetts land company, of which the principal stockholders are Colonel Albert A. Pope, Benjamin Hyde and G. W. Braman. J. C. Kennedy, one of the promoters of the annual six day race in Madison Square Garden, in New York, built a new five lap track there last year, but the season was a losing one for him on account of the large number of rainy days during the summer. It may be that the track will be opened on Patriots' Day, April 19, with a motor paced race between George Leander, of Chicago, W. C. Stinson, of Cambridge, and Harry Caldwell, of Manchester, and some amateur sprint races, but this is not yet settled.

E. F. Root, of Boston, and George Leander, of Chicago, have joined forces for the season of 1904. They were both members of the party which recently returned from Jacksonville. Leander has a few engagements for paced races, but as soon as they are filled he will return to New York, and he and Root will train together at Manhattan Beach or Vailsburg. They worked together in the two professional events at Vailsburg last Sunday, and Root landed second prize in the half-mile open from Fenn, Fogler, Glasson, Lake and Newkirk. Root teamed with George C. Schreiber, of New York, last year, but the Bostonian thinks in Leander he has secured a better partner, as the Chicago man is a strong rider and a good track general.

M. T. Dove, the New York negro racing man, whose initials are said to stand for "Major Taylor," was a spectator at the races last Sunday at the Vailsburg track. Dove is in a somewhat embarrassing position, as he has been turned out of the amateur fold by the N. C. A. Board of Control, but is not allowed to compete as a professional. When Major Taylor was allowed to ride through an agreement between the N. C. A. and the American Racing Cyclists' Union, it was stipulated by the professional riders that no more negroes were to be permitted to race as professionals. Dove has had some correspondence with French promoters, and hopes to go to Europe and race this year.

N. C. Hopper, of Minneapolis, who astonished the cycling world by winning the Austral wheel race at Melbourne in 1902, intends to race in the East this year. He returned to this country from Australia last

spring and spent the summer at Salt Lake City. He raced on the Salt Palace track there against Orlando Stevens, John T. Fisher, Hardy Downing, John Chapman, W. M. Samuelson and others and made a good showing. He is said to have abandoned his project of building a track at his home city or in St. Paul.

Owen S. Kimble, "Old Kaintuck," of Louisville, Ky., has bid farewell to the career of a racing cyclist. He has been racing for the past ten years, one of his most notable victories being the winning of the two-mile American championship at the L. A. W. meet at Philadelphia in 1897. Last year he raced in France with some success, and defeated Major Taylor on several occasions. He and George H. Collett, of New-Haven, won a six day, eight hours a day, contest in Paris. Kimble will go into the newspaper business in Louisville.

J. Frank Galvin, of Hartford, who remained in Jacksonville after the other riders had returned North, arrived in New York City on Wednesday last. He is heavier and stronger than he has been for several years and hopes to give a good account of himself at Vailsburg and on the 1904 N. C. A. Grand Circuit. He went to Vailsburg and started training on Thursday and will ride there in the five mile open and handicap tomorrow.

J. E. Achorn, jr., of New York, and C. L. Hollister, of Springfield, who rode under the colors of the Century Road Club Association last year until invited to register as professionals, will be team mates this season in the professional ranks. Last year they raced mostly at Providence, Hartford, Revere Beach and Charles River Park, and were fairly successful. They are now training at Vailsburg.

Gus and Harry Welsing, of New York City, former members of the New York Athletic Club racing team, were interested spectators at the Vailsburg races last Sunday. They will soon begin riding on the road and will try for the amateur championships this year. Champion Hurley also was among the spectators.

Jacquelin, looked upon as the greatest match race rider in the world, was overheard recently making arrangements to "fix" a race with Mathieu, another French rider, and was suspended for a month. In addition he was fined \$20 and Mathieu was suspended for a week and fined \$10.

The National Cyclists Union of England has definitely decided to run the world's championships on September 3, 8 and 10. The events will be run on the Crystal Palace track, the final of the one mile event being contested on the last day.



## TO TEST COMPRESSION

### The Several Ways to go About it and the One Certain Method.

The testing of the compression is a somewhat difficult operation to obtain satisfactory results, as so many elements enter into the conditions, remarks an expert, in describing how compression may be tested.

The piston should be freed in the cylinder by injecting a small quantity of gasolene, or for this purpose kerosene is possibly much superior, on account of its having some lubricating properties, as well as being a cleansing medium.

In order to obtain a correct idea of the amount of compression there is in the cylinder, a slow, steady pressure should be applied to the crank—not a sharp, quick jerk, such as is necessary in the starting operation. In order to free the valves and to get the engine as nearly as possible into its free working condition, two or three sharp revolutions may be given to the engine, after which the compression stroke should be felt, and then a long, steady pressure on the pedal applied, from which to judge the

amount of compression. The amount of compression in the cylinder is judged by the length of time occupied in overcoming the resistance. Incidentally, the power of the operator is a factor which also enters into one's judgment.

Another method is to remove the sparking plug. This may be in many instances a simpler operation than that previously described. We said before that many conditions entered into the judgment of the amount of compression, as usually tested, so that one might easily misjudge the length of time which elapses between the compression being felt and its release by depending merely on the physical strength of the operator. The latter is a very essential point. For what to a moderately muscled man may seem a high compression would to a man in good training be a mere nothing. So that, altogether, the testing of compression by these methods is at best very unsatisfactory.

The only satisfactory method of ascertaining the correct compression in the cylinder is to have an adapter made to fit into the sparking plug orifice, this attachment carrying a small pressure gauge such as is used for tire inflation, the dial of which is marked up to 100 pounds per square inch. This

should be sufficiently high for most engines. The gauge itself should be screwed into the adapter, so that the extra amount of compression space obtained by the use of the device may be as little as possible. It only now remains for the gauge to be screwed into the cylinder, and then for the operator to watch the highest point to which the index registers, in order to obtain the exact amount of compression of the particular cylinder under test. This figure, of course, will not correctly indicate the amount of compression which will be present when the engine is actually working. In this case, it will be higher than that indicated.

Incidentally, we may mention that suction may also be tested in a similar manner by the fitting of a gauge, the dial of which is marked below zero, and not above as with the compression indicator. No hard and fast line can be given as to the amount of compression which should be registered, for this varies with many engines according to the speed at which they run, and the diameters of their flywheels to a certain extent. The average compression, however, is about 75 pounds to the square inch. The most satisfactory and practical way of finding out the condition of one's engine is to test the compression when the engine is in good going order, and to make a record of the compression and suction (if tested), and to use these as standards of comparison when the engine is out of order and needs attention, in the manner already indicated.

### An Automobile Exhibit That Became a Bicycle Show.



The recent automobile show in Rochester, N. Y., was somewhat in the nature of a joke on the local automobile trade. They

invited the bicycle dealers to participate in the exhibition and the latter responded to such strength that when the doors were

opened, the affair, as the accompanying picture shows, looked more like a bicycle show than like what it had been planned to be.



## TUCKER ON ENAMELING

**Explains Thoroughly how to do Good Work  
—Effect of Salt Air.**

Going deeper into the subject of enamelling, A. E. Tucker, the English authority, whose recommendation that tubing be boiled before use was remarked last week, elaborates his opinion as follows:

The first treatment which the work should receive after boiling is a coat of ordinary kerosene, and this should be stoved on it for an hour at about 240 degrees Fahrenheit (116 degrees Cent.). This drives any moisture from the pores of the steel, and the highly reducing character of the kerosene further tends to destroy any incipient oxide of iron which might be present; it also forms a ground for the next coat, which should be one of an oil capable, on stoving, of further penetrating the pores of the steel and drying to a hard coat. Baltic linseed oil forms a good medium for this, and yields a thin, hard, and tough varnish, which adheres tenaciously to the iron. Baltic oil contains much less oleic acid than the ordinary linseed oil, and is also freer, as a rule, from lead contamination, both of which would tend to impair the results. Such preliminary coating with oil is of very great practical importance in coating any iron and steel work with any material intended for its protection from rust, and if the work can be heated, as with frames, after such coating, so much the better.

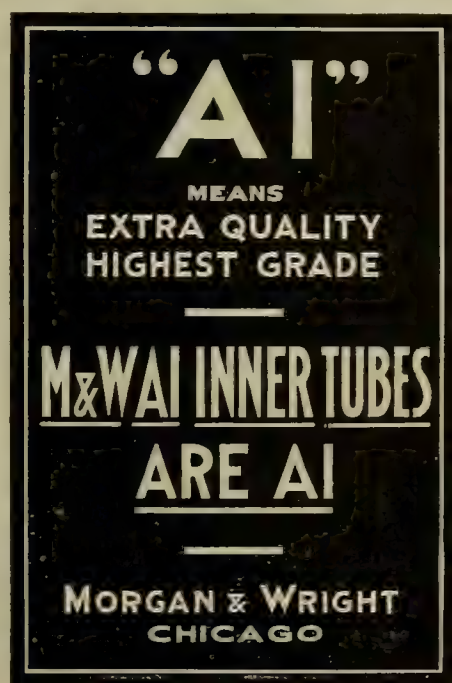
In the acid-laden atmosphere of my laboratory I have excellent opportunities of observing these effects, and I have had articles—tubes, drills, etc.—which had been so coated, and which have resisted such fumes for months, while articles not so treated have rusted badly in a week. In order to get a good coat of Baltic oil on the work it is essential that both the frames and the oil be heated, and this heat should not below 27 degrees C. or above 38 degrees C. (80 degrees and 100 degrees F.). The oil, between these limits, flows evenly over the surfaces, and does not form into rucks or ridges as it would on cold work. In this coating with oil, as in all the subsequent coatings, it is essential that the work be held with wires or tongs, and on no account be touched by the hand. I have had occasion to report on cases where defects of serious moment could be traced very clearly to the operator using his hand. Some workers, both male and female, seem particularly constituted in this respect, and cannot touch a metal surface without leaving a mark on it, due to the peculiar acid character of their perspiration, and this peculiarity certainly applies to enamelling. After stoving for an hour at 240 degrees F. the coat of oil should be free from tears and beads, and, of course, dust. It is now ready for the next coat, which should be one of enamel containing a considerable quantity of indiarubber.

It has been a custom among the knowing

ones of the enamelling shops to increase their output of the stoves, and which, of course, often fixes the output of their department, by introducing a small quantity of castor oil into the enamel, the idea being to avoid subsequent brittleness in the coatings while using a higher heat, and so working quicker. Castor oil is an oil which resists oxidization in a marked degree, and so does not harden and gum like linseed oil; but clearly such a material must be used with caution, and I have known a bath of enamel being spoiled by its use. On the other hand, pitch, as used for making enamel, is essentially a very friable substance, and can be easily crushed to fine powder. Some material, therefore, must be added to it, either in the linseed oil, or by suitable gums or resins, which will avoid this brittleness in the film, and yet give a surface sufficiently

indiarubber enamel should be applied at the same temperature as the oil, and on stoving yields a very firmly adherent film, which can be rubbed down in the ordinary way with rotten-stone, but does not admit of being polished. Such an enamel will resist a heat at which the majority of enamels would break down, but a temperature of 160 degrees Cent. (320 degrees Fahr.) for one and a half hours is sufficient to give the desired hardness to this coat. High heat or long periods are very undesirable at any of the stages, as it is an essential that the previous coat shall not be glassy hard, and shall not be unaffected by the next coat, otherwise it might be possible to strip the top coat from the lower when the former was scratched or otherwise injured. Of course, in practice this want of coherence never occurs, on account of the moderate heat used, and the rubbing down with rotten-stone; still, it is a point to be borne in mind, especially when linseed oil is used. The third coat is one of enamel of the ordinary kind, and is stoved for two and a half hours at the same heat, i. e., 160 degrees Cent. (320 degrees Fahr.) After the usual rubbing down with rotten-stone and water, the work is again coated and stoved for three hours at the same heat. I am a believer in stoving at as low a heat, and for as short a time, as will yield a hard enamel. The effect of increasing the time and temperature is, of course, to destroy the elasticity of the enamel and increase its porosity.

The construction and working of the stoves very often do not receive the attention they should. I have known works where the stoves have been innocent of thermometers, clocks, and time dials. Woodwork is, of course, impossible under such conditions, and it is surprising that the management sanctions them. There is little reason why the heat should not be automatically controlled by what is really a very simple device, i. e., a thermostat, in which a small mercury column on exposure to a determined temperature checks by its previous expansion the incoming gas, and so checks the heat. When once such an arrangement is adjusted it will work for years. The rooms in which the various processes of enamelling are done should be kept scrupulously clean and free from any entrance of dust, by means of double doors, forming dust locks. They should be also kept at a constant temperature of about 32 degrees Cent. (90 degrees Fahr.); this insures the absence of chilling the work. Further, the room in which the rubbing down is done should be separate from the coating and stove room, for, of course, any floating particles are cemented on to the tacky coat and spoil or impair it, and, in any case, increase the work of rubbing down. The troughs containing the different coating materials should be water-jacketed, so that hot or cold water can be used as desired. A constant degree of viscosity is very important, and can easily be got by this arrangement. This arrangement also allows particles of foreign matter to fall to the bottom of the trough by keeping



NEW YORK BRANCH 214-216 WEST 47TH STREET.

hard after stoving to allow of it being polished. I have not the opportunity, nor have I the wish, to give any formula used by any enamel makers for their enamel, and I am aware that, if I had, it would be of little service to the users, for, given the nature and quantities of the materials, the blending and technical experience required would be beyond the power or interest of the majority of users. I may, however, say that the essential constituents of black enamels are a high-grade pitch, linseed oil, spirits and other materials (tar is sometimes used), which give toughness to the coats.

Ageing is of much importance, and a good stock should always be held so as to insure that the enamel shall be at least six months old. Why this ageing should be so important it is difficult, and perhaps impossible, to tell, but the fact is well recognized in all best varnish and enamel making. This quality of toughness and its converse, the absence of brittleness, being so essential, an undercoat of an enamel containing a considerable quantity of indiarubber forms an excellent following to the coat of oil. This



the enamel thin. The enamel, being a true solution, will not be affected, except in viscosity, by warmth; while in summer it can be cooled, and thus a uniform condition of the operation may be maintained.

As to the method of applying the coats, I find three are in use, i. e., dipping, brushing on, and ladling on. The first has some advantages for small routine work, such as frames, because the deep and narrow trough offers less surface for oxidization, dust, etc. Enamel dries at an ordinary temperature, and so a skin of undesirable gum or resin is constantly being formed on its surface. This gum can, and should, be dissolved by adding solvent when from any cause the contents have been unduly exposed, but it is still gum, and calculated to deteriorate the enamel. For the same reason the contents of the trough should be run into closed vessels when not in use. Brushing on is not to be recommended, as the coat cannot be so uniformly applied as by dipping or ladling on. Ladling on is the more general practice, and as motor frames and the like cannot be dipped, it is of more of general convenience. With any of the methods of applying the enamel, it is most important to

so hang the work that the successive coats will severally drip towards three symmetrically placed points—e. e., in the case of frames towards the bottom bracket, the seat lug, and the top lug of the head successively. Otherwise, the thickness of the resulting coating will not be uniform on the tubes.

Defects in Enamelling.—It is certain that the requirements of the day have brought about a great improvement in the quality of coatings, but still faults are common enough. The chief defects which occur are cracking of the coating, blistering and peeling. Cracking takes the form of minute hair-like cracks going all over the work, and is due generally to over-stoving. It may be due to too thin a coat, or the enamel may be bad through insufficiency of an elastic constituent. Blistering is perhaps an incipient form of peeling, and both arise from the undercutting of the enamel by rust. I have had occasion to examine several cases of these defects, and have found them to generally arise either from the tubes being badly rusted on the inside before being made up into frames, or to the finished frames being kept in unsuitable rooms where the moisture and other vapors were in such quantity as to rapidly penetrate the coating and so rust the tube. It has often happened that seaborne consignments of cycles have been seriously damaged in a wholesale way through storage in the hold of the vessel, and investigation has shown the damage has arisen from the other goods in the hold giving off vari-

ous vapors laden with carbonic acid or ammonia. These vapors, together with the salt-laden air, have led to the blistering and sometimes wholesale peeling of the enamel. A sea voyage is a severe test for enamel, but it should and can be made to stand it. Colored enamels appear to resist blistering and peeling much better than the ordinary black. As an explanation to this, I have found that, as a rule, colored enamels are used thicker than the black; and again, from the materials used in them they are denser, and so form a coating which should be more protective.

Summarizing, the points which I wish to bring out in this paper are:

1. The recognition that the finished coats of enamel are permeable to vapors which would rust the uncoated tube.
2. The necessity of starting with work from which rust has been removed or rendered innocuous by chemical means (boiling water, kerosene).
3. The fixing of a groundwork on the tubes which adheres tenaciously to the metal (Baltic oil coat).
4. Starting on this foundation with an elastic enamel (enamel containing indiarubber).
5. Uniformity of manipulation with respect to putting on the successive coats, by attention to temperature of the vats and enamelling room during winter and summer, etc.



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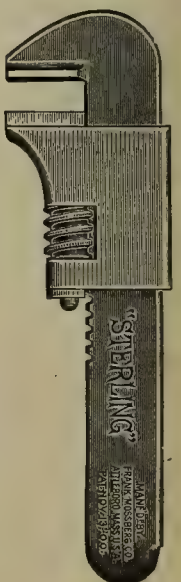


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### The Week's Patent.

756,767. Runner and Propelling Attachment for Bicycles or Other Vehicles. John H. Youngken, Virginia City, Mont. Filed September 14, 1903. Serial No. 173,113. (No model).

Claim.—1. In runner attachments for vehicles, runners, elongated propelling members attached to said runners, and mechanism coacting with said propelling members to alternately bring the runners one in advance of the other, each propelling member having a curved section, said section being alternately engaged by said coacting mechanism to first elevate and then gradually lower each runner as it is carried forward, the length of a forward step being determined by the length of the elongated propelling members and the distance each runner is elevated, as a step is taken, being determined by the amount of curvature given to the curved sections of the propelling members.

“Of course, I believe in the bicycle. It makes the day longer, the mile shorter, everything I want nearer, and anything I don't want easier to get away from—besides all the fun of it.”—Rev. William Channing Gannett, Unitarian Clergyman, Rochester, N. Y.

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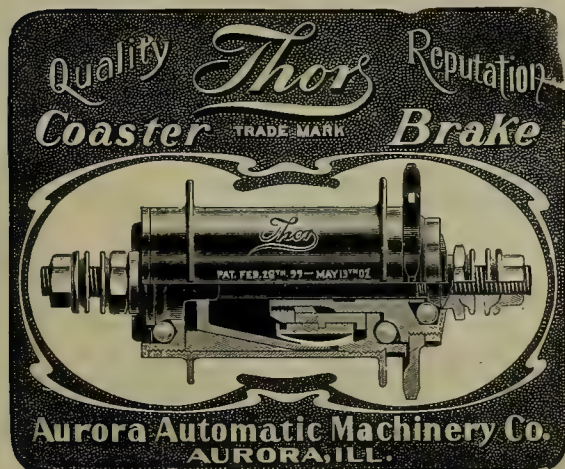
# Thor Products

are sold on their merits.

Insist on having

# THE VERY BEST.

It costs no more and insures satisfaction.



## A Fable About the Bicycle.

(With apologies to George Ade, Aesop and other fablists.)

Once upon a Time there was a craze called the Bike Craze, according to a writer in the Cleveland Press.

It was a Corker.

Haggard Individuals went about with Yards and Yards of Century Bars streaming behind them in the Breeze, and wearing more Medals than Bandmaster Sousa. Big, fat, awkward Girls and little Nervous Men went out in the Streets at Nightfall and batted over all the Crippled, the Unwary and each other, while, as they Claimed, learning to Ride.

Scorchers whizzed about with the Speed of Furies, killing and Maiming Everything in Sight and some that never saw At All. Old Ladies and Small Children were their Meat, and they came to be a Terror in the Land.

Unwise People with Weak Hearts joined Wheel Clubs and went on Long, Long Rides into the Country. When there wasn't a railroad station Handy and a Train going their way they were generally Late Getting Home. Also they put their Blood Pumps on the Bum and got Scared Stiff for fear they would Die.

Sometimes Families got All Mixed Up in this Bicycling Trip business and then there was Trouble, Also.

It came to pass Eventually that the Scorchers' Thirst for Blood was Appeased, those who did not Scorch realized that Being Tired to Death was not All the Fun in life, and that Most Everybody got Weary of Spending every Sunday morning cleaning a Dirty Old Wheel.

So the Bicycle Boom collapsed. And there was Woe, Woe among Those who Made and Those who Sold.

Years passed.

The Auto came.

The Rich and Proud went scooting about in Buzz Wagons, Choochoos and Electric Sneakers. Like the Bike Scorchers, they had a nice batting average when the Killed and Wounded were counted, but as the Body was always loaded into the Car and thus Conveyed Home, there was some consolation for the Victim and Family. The Former had a Ride and the Latter were saved an Ambulance Bill.

As the people watched the Great Jugger-nauts rushing about the Streets and into the Shaded Country Lanes, some of them realized that Huey, Too, might get a Snuff of Ozone one in a bit, even though they had not \$2,000 to buy a Blue Sausage Grinder, or even \$600 for a little Rushabout.

So they began Buying Wheels Again, and riding them like Sensible Beings, not like Loonies.

They are Still at it, and More and More.

So that Those who Make and Those who Sell are Bubbling with Glee and Doubloons.

Moral—If Everybody Concerned doesn't go Nutty again, bicycling will gradually regain its Natural Level as a Healthful, Inexpensive Pastime.

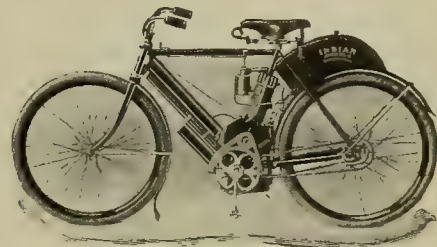
"Motoreycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. \*\*\*

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**What the Colletts Plan to do.**

George H. Collett, of New Haven, intends to remain in this country this summer, as he thinks he can make more money and accumulate more glory than he could by going to Europe, as he did last year. He has moved to Vailsburg and is training every day with the riders who are preparing for the 1904 circuit on that track. His younger brother, E. S. Collett, who was invited to register as a professional last fall, is now working in the factory of the Locomobile Company, at Bridgeport, learning the automobile business, and may not do any cycle racing this year. If the younger Collett secures an engagement on one of the teams to be formed for the N. C. A. circuit, however, he may leave the automobile factory and ride as a team mate of his brother. In case his brother does not race, George H. Collett may team up for the season with Fred Ernst, of Rochester, who rode as an amateur last year.

**Sulkins After Big Game.**

Sammy Sulkins, the New England pace follower who gathered in most of the amateur paced records last year before turning a professional in the fall, is training at Boston for the outdoor season. He is hard at work at Charles River Park track, behind one of the big pacing machines, and hopes to compete there on April 19. Jimmie Michael had been figured on as a contestant against Leander and Caldwell that day, and Sulkins would like to act as his substitute.

**Leander Goes to Boston.**

George Leander, of Chicago, will not be at the Vailsburg track to-morrow to assist Eddie Root in solving the problem, "How to beat Kramer?" The big Chicagoan has gone to Boston to begin training for his race on April 19 against Harry Caldwell, W. C. Stinson and Sammy Sulkins for twenty-five miles behind the big motor pacing machines. Leander was also scheduled to race against Bennie Munroe at Atlanta at the new track which was to be opened on April 14.

**Revere Track Limits Motor Power.**

The eight lap track at Revere Beach, Revere, Mass., will be opened for the season on Patriots' Day, April 19, with a twenty-mile motor paced race between Hugh MacLean, Jimmy Moran and Nat Butler or Patsy Keegan. J. F. Ingraham, manager of the track, has made a rule that no motors of more than 4-horsepower are to be permitted in races on the track.

**Man-Pace Tried Again.**

Tom Linton and Bourotte met in a paced race at the Velodrome d'Hiver, the indoor track at Paris, on March 20, and the pace was supplied by triplets and quads in the old style. The novelty was appreciated, as many of the spectators had never seen any but motor pacing. The time made was very slow in comparison with that possible behind the motors.

**Proctor's Enterprises.**

Few persons realize the magnitude of conducting a single vaudeville, but the manager of a circuit such as the Proctor theatres, consisting of seven houses in four different cities, has at his command an army of no small proportions. Those actually employed in the stage performances average forty each week. To this must be added the property men, scene shifters, clearers, electricians, stage and assistant stage managers. There are from thirty to forty men throughout the auditorium to cater to the comfort and convenience of the patrons, possibly ten more employed as door keepers and ticket sellers, a business staff of from five to eight, and an orchestra of ten players. In addition to this there are three complete shifts of scenic artists employed on the paint bridges at the Fifth Avenue Theatre, Fifty-eighth Street and One Hundred and Twenty-fifth Street Theatres, a staff of fifty house painters and decorators, who are constantly going over the houses and keeping them in good condition; a dozen char women, and a host of advertising men, booking agents and others. These are all necessary in the presentation of a complete and perfect performance, and yet Mr. Proctor finds it profitable to present expensive bills at trifling admission fees, while paying the salaries of more than twelve hundred employes each week.\*\*\*

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. \*\*\*

"The Kohinoor in California's crown."

**MOUNT SHASTA.**

There is no more beautiful sight of its kind than Mount Shasta, covered with snow and glistening in the sun. Thousands have traveled across the continent to see it, and felt well repaid for their time. The way to reach it is by the

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# The Bicycling World

## AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, April 23, 1904.

No. 4

### SITUATION IN SOUTH

#### Price of Cotton Flakes for Prosperity and Dealers are Ready for it.

Ralph D. Webster, sales manager of the Eclipse Machine Company, Elmira, N. Y., who returned last week from a Southern trip in the interests of the Morrow coaster brake, states that he found the trade in that part of the country a little backward, the long and terribly severe winter which has afflicted the North having been felt correspondingly throughout the South. Although Webster found the weather delightful, the natives pronounced it cold, and stated that the winter and spring have been the most rigorous on record.

Despite this handicap, the general conditions in the Southern States are good, the high price of cotton having greatly encouraged every one. Last year the purchaser, however, obtained little benefit from high prices, as the cotton was nearly all in the hands of factors before the price advanced. These factors advance money to the farmer at the time he puts in his crop, and as they are now advancing very liberally, certain that cotton will bring a good price, the planters and merchants are profiting accordingly, and money is easy and is being spent.

"The one thing that impressed me most," said Mr. Webster, when his views were sought, "was the quantity of goods carried in stock by the Southern tradesmen. I think I am safe in saying that I visited a store and warehouse in the South where there is stored a larger stock of bicycles and bicycle sundries than is in the hands of any jobber in the North. The Southerner, contrary to the universal opinion, is an active fellow, and is thoroughly alive to the situation.

"Business is certainly going to be good in the South, and the Southern jobbers and dealers have anticipated this condition by laying in heavy stocks of cycles and sundries. For this reason the traveler who goes South at the present time probably will not be able to do as large a business as he anticipates, and the future trade depends very largely on the success of the Southern dealer in unloading his present stock. I myself

believe greatly in the future of the South, but it is handicapped even more than the North in the way of poor roads. Where there are good roads they are very, very good, but where they are bad, like the famous little girl with the little curl, "they are horrid."

#### Remppis Confirms Good Reports.

W. F. Remppis, president of the Reading Standard Cycle Mfg. Co., was in New-York on Monday, wearing the same old cheerful smile. He verified the reports of the big increase in the demand, and added that, while last year's increase was due mainly to a demand for the lower priced models, the satisfactory feature of the present demand is that it is for the \$40 and \$50 Reading Standards; this increase, Mr. Remppis estimates, is fully 40 per cent.

#### Why Miner is Optimistic.

George L. Miner, probably the leading dealer in Rochester, N. Y., is one of those who is radiating optimism, and not without reason. Already this season he has sold more high priced bicycles than during any year since the boom, the number of these sales outnumbering those of the cheaper models. This condition, which Mr. Miner believes is general throughout Rochester, he attributes directly to the Pope advertising.

#### St. John Incorporates.

The St. John Rubber Tire Company, New York City, which for some time has been marketing with some little success a peculiar cushion tire, was incorporated this week with \$9,000 capital. The incorporators are: Benjamin Moore, E. W. Morrow, New York; H. N. St. John, Brooklyn.

#### Extent of Russia's Trade.

In 1901, Russia imported 8,770 bicycles, value 887,000 roubles; in 1902, 8,402, value 846,000 roubles; in 1903, 8,845, value 873,000 roubles. The import of motorcycles grew from 4 in 1901 to 9 in 1902 and 51 in 1903, the value of the latter amounts to 9,000 roubles.

#### Aurora's New Coaster Brake.

The Aurora Automatic Machine Company has added to its line a Thor coaster brake for motorcycles. It is, of course, merely an enlarged and strengthened pattern of their device for motorless bicycles.

### BUFFALO IS AROUSED

#### Trade There Organizes and Plans Activity—Indianapolis Also Swings Into Line.

Realizing that "the Lord helps those who help themselves," and quickened by the Bicycling World's urgings, as was freely admitted, the Buffalo trade "got together" at the Iroquois Hotel on Tuesday night last. As a result, the Buffalo Cycle Trade Association will be brought into permanent being on Tuesday next.

The meeting was largely the result of the efforts of D. T. Keenan, manager of the Fisk Rubber Company's branch, who presided, D. H. Lewis acting as secretary. Twenty-one local concerns were represented, among them the George N. Pierce Co., the E. R. Thomas Motor Co., J. A. Worthington's Race Cycle Agency, J. A. Cramer, Globe Cycle Co., Gloucester Cycle Co., Vim Cycle and Hardware Co., Cleveland Cycle Co., P. A. Powers, Buffalo Tire and Rubber Co., and the Poppenberg Co.

All present agreed that it was "up to" them to do something to assist the business in which they are engaged, and evinced a disposition to do so. It was recognized that the promotion of the road races, coasting contests and such other events as aroused interest and earned publicity in former years were still of potent influence, and it was decided that efforts along these lines would be made. A big road race and a fifty mile motor bicycle race on Decoration Day were practically decided on, and, as those present were in a position to insure it, there is no doubt that a handsome prize list will be featured. A committee was appointed to select a course for the contests. A committee was also appointed to draft a constitution and bylaws, which will report next Tuesday, when the organization will be made permanent.

In Indianapolis, also, the dealers have "got a move on." They last formed a local organization with Cecil E. Gibson as president, and decided to hold a road race on Decoration Day and a big run on May Day, the 1st. The prizes for the race were contributed on the spot and the "wherewith" pledged to provide luncheon for the participants in the run.



## FORK STEM BREAKAGES

### Pellet Attributes Them to Insufficient Reinforcement—Effect of Riders' Positions.

In discussing the causes of fork stem breakage, A. V. Pellet, a New York dealer and repairman, lays the blame on too short reinforcements in the majority of cases. He has had many opportunities to study the subject, and finds that nearly all of the breaks come in that part of the tube directly over the fork crown. In trying to find the cause of the breaks, he sawed many of the broken tubes down the middle and found the tube sides had become lengthened; in fact, had been gradually tapered from where the reinforcing tube ended, and had snapped off within an inch of the point where the reinforcement ended.

He was told, on asking the owners of the broken fork stems, that they had frequently found on returning from rides that the heads of their bicycles had become loosened. The rider would tighten up the head at the time, and later on the same trouble would occur and again the head would be tightened, of course being drawn up by the operation. Pellet noticed that riders who threw most of their weight on their handle bars when going over obstructions, such as car tracks or crosswalks, would not be troubled as often as riders who did not throw their weight forward.

He kept many of the broken fork stems, and when he sawed them in half for inspection found the majority of them were only reinforced for less than an inch above the top of the fork crown. It was practically a case where the fork stem tube would be gradually drawn until it was thin and weak enough just above the reinforcement, so it would ultimately break when it received some severe shock that ordinarily would have no effect. He thinks the trouble would almost entirely disappear when all fork stems have reinforcements that extend well above the top of the fork crown.

### New Annealing Process.

A recent patent for annealing steel provides for heating it in a bath of melted aluminum. The melting point of aluminum is said to be very near the proper heat for the purpose, so the temperature of the metal is allowed to rise only a little above the melting point and the steel to be annealed is simply submerged in it until it uniformly attains the same temperature. The loss of metal if not overheated is said to be slight and its action upon the steel is claimed to be entirely beneficial, not only preventing the formation of scale, but tending to remove scale already formed.

### Gets Order for Police Wheels.

L. J. Wurth, Newark, N. J., agent for the Reading Standard, has sold ten Reading Standard bicycles to the police department of that city.

## Signs of Cycling Interest.

That people are getting ready to ride again is the remark heard on all sides. Dealers note a marked increase in the number of machines sent them to be overhauled. At one metropolitan store recently a wagon load of machines was turned in consisting of four drop frames and seven diamonds. All of them were high grades, and they were wanted "as soon as pleasant weather came."

It is, perhaps, easy to attach undue importance to the early spring manifestations of activity of this kind. But there seems no reason to dispute the assertion that we see everywhere more evidences of riding and getting ready to ride than for a long time. People carrying new tires or old ones to be repaired; detached wheels, even front forks and frames, are to be seen, and whenever there has been the combination of a sunshiny day and a temperature above 50 degrees, glimpses are afforded of the setting forth of gatherings of riders who are easily differentiated from the rank and file of spring stand-bys.

When spring really comes to stay we shall be able to see whether these impressions have anything substantial back of them. We think they have.

### Boston's Revival Run Is Booming.

Boston's May Day "revival run" to the Reservoir promises to be a really huge affair. The lists of those who agree to participate contain upward of 1,800 names, and other are being added daily. In practically all of Boston's many suburbs, parties are being organized, the idea being that the crowd shall meet at the historic rendezvous. The clubs in Lynn, Salem, Lawrence, Brockton and other nearby towns have called runs for the day, and all of the Boston clubs, from the good old Boston B. C., down, have, of course, done likewise. Alfred D. Chandler, the first man in America to ride a bicycle, W. S. Atwell, who built the first one, E. W. Pope, Winfield S. Slocum, W. W. Stall, A. K. Pressy, Abbot Bassett, and all the other real old timers, are among those who have been signed and who will be on hand; a number of them are even threatening to ride their ordinaries, Stars and other antediluvian mounts.

### Aluminum for Motorcycles.

By the free use of aluminum, which, it is freely predicted, will afford the lightweight motor bicycle, a foreign concern has produced a 2½ horsepower machine weighing but eighty pounds. The mud guards, front and rear, the oil and gasoline tanks, the muffler, the carburetter and all levers are all made of the "white metal."

### California Appreciates the Yale.

California, its original home, knows how to appreciate the Yale-California motor bicycle. Evidence of it reached the Kirk Mfg. Co. last week in the form of a wire from Leavitt & Bill, of San Francisco, acknowledging receipt of ten machines and ordering twenty more sent by express.

## "RHODY" PLAYS FALSE

### Bill Affecting Motorcycles Railroaded Through Legislature at Eleventh Hour.

The Rhode Island Legislature played it "low down" on those who were opposing the several automobile bills that had been introduced and which also affected motorcycles. After an all winter fight, it was given out that no legislation of the sort would be passed at this session, that the bills would be allowed to die a natural death. No crape was hung on the door, but the statement was believed, and the opponents of the measure felt secure.

Whether or no it was a studied trick or plan cannot be said, but, at any rate, at 9 p. m. on the last day of the session the Tillinghast bill was suddenly called up and passed. President Woodruff of the Providence Motorcycle Club, which had joined with the Federation of American Motor Cyclists in opposing the legislation, chanced to be on the floor of the House at the time, and was dumfounded. Nearly all of the motorcyclists' best friends happened to be absent, and the bill was railroaded through without protest.

It imposes a registration fee of \$2, and, of course, requires the carrying of tags, after June 1 next.

There is no regulation of speed—that remains as at present, subject to the general law, which imposes a "common travelling pace."

Under the act town councils may exclude automobiles and motorcycles from roads other than State or main highways, should they see fit. It also allows automobiles owned and driven by non-residents and properly registered in other States to be operated in Rhode Island.

Section 4 of the bill is amusing in its ambiguity. It requires "every person having control or charge of an automobile, motor car or motorcycle, shall, whenever upon any public street or way and approaching any horse or horses, or approaching any horse upon which any person is riding, operate, manage and control such automobile, motor car or motorcycle in such manner as to exercise every reasonable precaution to prevent frightening of such horse or horses, and to insure the safety and protection of any person riding or driving the same. And if such horse or horses appear to be frightened, the person in control of such automobile, motor car or motorcycle shall reduce its speed, and shall not proceed further toward such animal, unless such movement be necessary to avoid accident or injury, or until such animal appears to be under the control of its rider or driver, and in case of extreme fright shall reduce the motive power to a full stop."

The bill also provides that all money collected for registration and fines shall go to the support of public roads, and that no vehicle shall be allowed to stand unattended with the engine running without being locked or made fast—a garbled copy of the Massachusetts provision, which is intensely silly, so far as it applies to motor bicycles at any rate.



## HOW WALTHOUR WON

### Fairly "Rode Rings" Around German Cracks in two Races at Berlin.

Cable reports from Berlin, Germany, told of Robert Walthour's victory in the fifty-kilometre race at Sports Park, Friednau on Easter Sunday, April 3, over Robl and other European pace followers. Later advices by mail give further particulars of the fifty-kilometre contest, and also of an hour race decided at the same track on the following day, which Walthour also won.

The cycling writers on the German newspapers seemed to have a premonition of what Walthour would do to their idol when the pair measured strides. They told of the lack of training of their countryman, though not bothering to explain why he had neglected training when he knew of the races weeks before. They were also at some pains to write of the perfect condition of the Atlanta man, and in all ways discounted as much as possible the defeats which loomed large on the horizon for Robl. Those who went to the track to watch Walthour, Robl and the others in their training spins went away convinced that nothing short of an accident to Walthour could prevent him winning both contests.

Robl, with much concern, was forced to watch Walthour ride rings around him during their training, and thereupon made strenuous objections to the loose leather suit worn by Gussie Lawson, who paces Walthour in all his races. Lawson said he wore the leather clothes and the football helmet to save his bones in case of a fall. He added that he was a small man, and even if the clothes were loose, as Robl claimed, he did not give Walthour any more protection than Robl received from his pacemaker. The Sports Park officials refused to heed the protest of Robl in regard to Lawson's leather suit.

Walthour wasted no time in the fifty-kilometre race, but went to the front at once and stayed there. Robl rode fairly well for the first ten kilometres, but finished up three laps behind Buisson and last of the four opponents selected to meet Walthour. Ryser was second and Demke third. Walthour's time was 43:06, very good for the wet track and windy day. Robl was defeated by more than eleven laps.

On Easter Monday Walthour had as opponents Robl, Salzmann, Ryser and Bouisson in the hour race. The weather was worse than that of the previous day, but Walthour had little trouble in again winning. Robl made a much better fight than in the fifty-kilometre event, and Walthour did not succeed in gaining a lap on him until after riding fifty minutes. In the eleventh lap Robl made a great effort to pass the Atlanta rider, but Lawson turned on a little more speed and pulled Walthour out of danger in a hurry. Walthour rode 70 kilometres 560

metres; Robl, 69 kilometres 960 metres; Salzmann, 66 kilometres 470 metres; Ryser, 64 kilometres 390 metres, and Buisson, 60 kilometres 920 metres in the hour. The best previous record for the track in an hour was 70 kilometres 310 metres, made by Tommy Hall on June 21, 1903.

### "Jim" Kennedy's Sudden Death.

A sudden stroke of apoplexy removed on last Tuesday night James C. Kennedy, who had been a prominent figure in the bicycle game for a number of years. Kennedy was on his way from his home at Sheepshead Bay to Manhattan, late on Tuesday night, when he suddenly collapsed in the train. He died almost instantly. The body was carried a few stations further on, to Grand-ave., from where it was removed to a police station. Later it was identified by his stepfather and taken away.

Kennedy was thirty-seven years old, and unmarried. For several years, as a partner of P. T. Powers, Kennedy promoted the six-day bicycle race in Madison Square Garden and the sprint races at Manhattan Beach in summer. Last summer Kennedy and Powers ran the Charles River Park track. They also ran the track at Hillside Park, Philadelphia. They promoted a series of night races in Madison Square Garden during the summer two years ago, and at various times were interested in other meets. Kennedy was an official of the N. C. A. The firm of Kennedy & Powers was prominent also as a promoter of ring fights, cakewalks and baseball.

It is a curious coincidence that Kennedy's death should occur the same week as that of Frank Sanger, manager of the Madison Square Garden Co., who died on Monday.

### Motorcycles as Dispatch Carriers.

According to a cablegram, motorcycles were put to a severe test last Monday by the War Minister of Austria as to their practicability for carrying war dispatches. The test route was 190 miles, over rough roads, divided up into four relays. The best time made was 8 hours and 28 minutes. It was estimated that cavalry relays would have required about 20 hours to make the trip.

### Cleveland May Have Motorcycle Police.

At the last meeting of the Cleveland (O.) Board of Public Safety the proposal was made that several motor bicycles be purchased for the use of the policemen who are seeking to suppress automobile scorchers. The president of the board, however, opposed the motion, or, rather, said he wanted time to think it over.

### Weight Limit in International Race.

The international motorcycle race, which the Motorcycle Club de France has undertaken, and which it hopes will ultimately rival the automobile race for the James Gordon Bennett Cup, will occur in July next. It will be open only to motor bicycles weighing less than 50 kilogrammes—110 pounds.

## McFARLAND'S MILE—1:49

### Californian Rides an Electrifying Race at Sydney, Lopping Four Seconds off Record.

On March 12, Floyd McFarland, whose work since inhaling the apparently speed-giving air of Australia has been not short of remarkable, demonstrated convincingly that he was not a mere "packhorse" or donkey for Iver Lawson.

It appears that the lanky Californian did not return with Lawson and the other Americans, as dispatches from San Francisco Taylor rode in the fifth heat, but did was in fine trim and thought he would be Company D, second; A. Sauer, Company D, Tuesday.

It is certain, at any rate, that he not only won his heat, but on March 12, the second day of the Sydney Carnival, he also won the Mosman one-mile handicap from scratch in the electrifying and record time of 1:49—four seconds better than the previous best.

Ten heats were necessary before the final, in which only heat winners and the second men in the two fastest heats competed. Major Taylor rode in the fifth heat, but did not qualify, F. A. Murphy winning from the 90 yard mark in 1:51 1-5, with D. J. Plunkett, a 130 yard man, second. McFarland won his heat, the fourth, by a length, in 2:00 1-5.

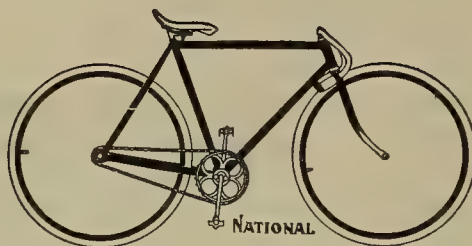
In the final heat, the limit man was on the 220 yard mark, there were two others at 200 yards, with others at 150, 143 and 130 yards. Besides McFarland, on the back marks were Don Walker, the Australasian champion, at 20 yards, McDonald at 30 yards and Farley at 40. The task of the back markers appeared a hopeless one, as Murphy was in fine trims and thought he would be able to duplicate the time he had made in shutting out Taylor.

Farley paced for the first lap, McDonald taking up the work when Farley tired. When McDonald was forced to give up as pacemaker, Don Walker went to the front with McFarland, and before the Australasian champion slowed down he had brought the Californian within striking distance of the limit men. McFarland cut loose and rode around the flying leaders on the outside, and won by two open lengths from Plunkett, 130 yards, Webster, 150 yards, being third. Walker had speed enough left after his pacing work to finish fourth.

When the new world's record time of 1 minute 49 seconds was announced the crowd gave McFarland a great ovation. The victory of McFarland and the fine riding of Walker, McDonald and Farley pleased the promoters of the race so much that £20 was distributed among the quartette by the secretary of the Carnival Association.

Major Taylor is expected to arrive in Paris about May 1. He is likely to make his first appearance for the year in the races at the Buffalo Velodrome there on May 12.





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**FISK RUBBER COMPANY,**  
Chicopee Falls, Mass.



# THE BICYCLING WORLD

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and MOTORCYCLE REVIEW

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

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NEW YORK, APRIL 23, 1904.

## Road Racing and Other Contests.

In giving evidence of its reawakening and in fashioning its "something doing" plans, the trade will do well to bear in mind that road races, while highly desirable and highly stimulating, are not the be-all and end-all of active effort.

It is wise to vary the diet occasionally. It is wise to do that which will emphasize more than the speed qualities of the bicycle and to excite the interest of more than speedmen.

We have several times suggested coasting contests as a means to this end. They bring out the pleasure side of cycling, they call attention to and create talk and discussion about coaster brakes and bearings, and attract and permit the participation of all ages and sizes and conditions of men. But the effort should not stop at races or coasting contests.

Novelty in itself is a valuable and attractive quality.

Thoughts should be shaped to devise innovations.

Hill climbing contests are not new, but the appearance of two speed gear would not lend novelty and direct notice to that device.

An egg or water carrying contest over a cobble or rough course would demonstrate the merits of spring forks and cushion frames.

A coasting race between even two or three men over a given and hilly course and with bicycles fitted with coasting cyclometers would demonstrate vividly the pedalling saved by the use of the coaster brake. Similarly, a braking contest would show its value as a safety appliance.

Modifications of the "endurance runs" and "regularity runs," as they have been conducted by automobilists and motorcyclists, will be welcome improvements on or variations of the time honored century runs.

All these and other such contests as ingenious men may "think up" are of value.

They incorporate the germ of novelty, and newspapers and the public are always interested in novelty of whatever form.

Such events make easy writing and good reading and much of it, and as we have so often said, publicity and talk is the chief purpose to be served by whatever may be done or attempted.

The promoters who overlook or minimize this factor are doomed to disappointing results, and will find that they might as well have saved themselves the time, energy and prizes they gave to the effort.

## Bicycles vs. Automobiles.

That class of dealer which is infected by the automobile microbe to the extent that he devotes a large portion of his time to talking motor vehicle to the almost total exclusion of the bicycle is having some food for thought just now. Bicycles are easy to get, and all signs point to a better business being done than for a long time. The two wheeled machines are easily handled and stored and, very often, quickly sold. When sold they stay sold, and need little looking after. Finally, they pay a slashing good percentage of profit.

"Oh, I haven't time to bother with bicycles; automobiles are more in my line!" exclaimed one dealer in our presence some months ago. To-day he is waiting for deliveries of automobiles, and is turning to the bicycle end of his business to pay his expenses.

It should not be lost sight of that the auto-

mobile business is a 15, or at the most a 20, per cent business, and that all the guarantee abuses or "making good" troubles so familiar to oldtime cycle dealers are experienced in aggravated form by those who handle them. The profit on a bicycle, while an insignificant figure compared to that on an automobile, is not to be despised; furthermore, it is apt to be much more frequently made than in the former case; and the amount of capital required is a very small fraction of that necessary to stock and sell automobiles.

As an old dealer who has tried both, and is now selling automobiles alongside of bicycles, remarked to us a few days ago: "Bicycle men should stick to bicycles. There is a lot more profit in the big vehicles—on paper—but it is by no means as sure as it is in the bicycle business."

The soundness of this contention cannot be disputed. And if every dealer would put into the sale of bicycles a fraction of the energy and time he devotes to automobiles the industry would be in for a stimulation and a reinvigoration that would put it squarely on its feet again.

## About Keeping Promises.

No single quality counts for more than a reputation for keeping ones's promises. The dealer or repairer who does this acquires a grip on his customers that is very difficult to shake loose. They will suffer much and forgive many shortcomings and imperfections if they know that they can depend absolutely upon the word of the tradesman. But let that sheet anchor go by the board and a severance of relations is extremely probable.

To promise the purchaser that a machine will be ready for delivery on a specified day without actually having it in hand is very unwise. Shipments may be promised or on the way, but there are delays in transmission or other hitches liable which will render it impossible to carry out the agreement; and then when the customer comes and meets with a "sorry to say your machine hasn't arrived," he has reason to feel aggrieved and is very likely to give the dealer a piece of his mind. It may be that he has arranged to take a ride with the new machine, whereas if he had not been promised so positively his disappointment would not have been so great.

It may be said that a promise of this character has sometimes to be made in order to avoid losing a sale, the customer himself



setting a date beyond which he will not wait. This is sometimes the case. But if worse comes to the worst the promise can be made in such a way that there is a loophole left, out of which the dealer can crawl with some salt of grace. At any rate, do not have the customer come to the store, prepared to ride and fully expecting to get his machine, only to be told that it is not ready. He should be given a hint that will keep him from counting too strongly upon its delivery.

Of equal importance, and of much more frequent occurrence, is the failure to have repaired wheels ready when promised. Dismissing as beyond hope that class of repairman who deliberately promises what he knows he can't perform, we will take up his fellow who is unduly optimistic. He thinks he can have a machine ready by a specified time, even in the face of the fact that the amount of work ahead of this job, or the necessity for procuring or making parts for replacement, render it doubtful. When the unexpected happens and the appointed time finds the machine not ready, the honesty of the repairman in making the promise does not materially lessen the owner's disappointment. He is apt to "kick" just as vigorously as if it had been otherwise.

On the other hand, there are sometimes cases where a promise is made with every prospect of its being kept. Then something goes wrong, and it is seen that delivery cannot be made in time. In such case the obvious thing is to head the customer off—to get word to him before he comes to the store. Phone him, or drop him a note, or even send a messenger to him, with an explanation and an apology. Then see that it is ready the next time.

Some tradesmen think that little things like these are not worth troubling about. A little observation and inquiry will convince them that just the contrary is the case, and that no better way of pleasing or displeasing a customer can be found than of keeping or failing to keep promises.

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#### Grapes That Have Soured.

We have all at some time seen a grossly brutal and stupid driver lash his horse when the driver had through his own carelessness driven him into some predicament of traffic; we have all seen the bad tempered small boy arise after a fall from his velocipede and kick the inanimate steed. Some of the men who are betraying their possessions of

"cold feet" in the bicycle business remind us of these other sights.

A case that came recently under observation is that of a man who was a big retail dealer for nearly twenty years. He claims to have sold in that time a million dollars worth of bicycles. He failed and resumed, but he now had no faith in the business and cannot be induced to lift his hand toward helping the sport. In response to an appeal to help in arousing interest in road riding and racing, he replied that he would do nothing because nothing could ever again popularize the sport. It has had its day, he says, and the world is moving too fast nowadays for a man on a wheel.

This seems very much like the same brand of unreasoning display of temper as that of the small boy who kicks his velocipede for his own fault. It certainly strikes one that a man who has done business in bicycles for nearly twenty years and has handled a million dollars' worth of them, should not condemn the business as being of no account. If a man handles a million dollars' worth of any sort of goods and does not make money it would be the verdict of most business men that the fault must be with himself. By this man's own admission the bicycle business is one of opportunities, and by his own fault he has fallen. Now he is kicking the vehicle that he has mismanaged and from which he negotiated a fall.

A spectacle such as this furnishes food for profitable reflection.

Don't act the part of the small boy, but be a business man with common sense and promote the sport upon the prosperity of which the activity of your trade depends.

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#### Size of Sprockets.

In spite of the many controversies that have raged in the past concerning the respective merits of large versus small sprocket wheels, an authoritative verdict is just as far off as ever. To-day most makers use small or medium sized sprockets and obtain unalloyed satisfaction from them; while a much smaller number adhere to very large ones and proclaim the fact that they are much easier running than small ones.

When the safety bicycle was first introduced fittings of all kinds were crude and clumsy. Chains were wide and heavy, sprockets of generous size and large diameter. As they were the days of low gears, the difference between the front and rear sprockets was much less than at present. Such gears as 52-inch, 54-inch and 56-inch

were usual, and with 30-inch, 32-inch and even 36-inch rear wheels, the proportion was nearly always less than one to two. A 10-tooth rear and 20-tooth front sprocket made, with a 30-inch rear wheel, a 60-inch gear, and this was considerably higher than the average.

With the advent of the lightweight era, culminating in the featherweight craze of 1893 and 1894, sprocket sizes decreased. Gears were higher, but the increase was usually effected by reducing the size of the rear sprocket. From 10 to 12 teeth they dropped to 7, 6 and even 5. Hence the front sprockets nearly always had less than 20 teeth. Beginning with 1894, however, the tide began to set the other way. Big hubs, big tubing, big sprockets became the fashion. Rear sprockets rose to 10, 12 and even 14 teeth, and front ones in proportion, 25 and 30 being quite common. For this shift, too, the advantage of easy running was claimed.

Of late years we have gone back to medium sized sprockets, with exceptions as already noted. And the users of both kinds put forth assertions of easy running, and, on occasion, cite laboratory and other tests in proof of their contentions. But neither side is able to prove its case to the satisfaction of the other side, or to cite facts and figures that cannot be matched by equally convincing ones of an opposite character. Which is right? Or is it possible that properly designed and cut sprockets and chains of the present almost perfect type run equally well whatever be the size of the former?

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The best reason ever advanced for the registration fees and tags required of automobiles and motorcycles is advanced by a Providence paper in commenting on the bill which was last week railroaded through the Rhode Island Legislature in its dying moments. The paper styles the law as "preposterous," but frankly states one advantage of it is that under the registration scheme "money will be used at home instead of being sent to New York and Massachusetts for licenses."

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American makers of motor bicycles should note that for the international cup race no machine must weigh more than 110 pounds—not that the manufacturers are suspected of harboring desire to participate in the contest, but because the weight limitation is a sign of the times that should be read and heeded. There is but one type of motor bicycle now on the American market that is eligible.



# More Trade Eyes Opened and Helping Hands Extended.

Worcester, Mass., April 18, 1904.

Editor The Bicycling World.

The Pope Manufacturing Company, Chicago, evidently have not been attacked by motorphobia. We note that they are sending broadcast over the country a card reading as follows:

"Road riding will increase your sales. Encourage it by running a road race on Decoration Day. We will contribute toward expenses. Write us for details."

The Continental Rubber Works, who quickly jumped into a prominent place in the industry, have been contributing prizes to all the clubs who properly approach them. Sales Manager Kelley, whom I have not seen for some years, kindly writes as follows:

Erie, Pa., April 16, 1904.

My Dear Persons: I have noticed recently from time to time in the columns of the Bicycling World your name mentioned in connection with the general promotion of interest in cycling, and particularly as it applies to the revival of interest in the sport of racing.

I must congratulate you, old man, on your efforts in this direction, and if all manufacturers would take a hand and be unanimous and sincere in the support of the game and not confine themselves exclusively to the selfish theory of getting all the business they can for themselves, without contributing anything to the sustenance and keeping alive of the industry, they would soon be confronted with the fact that the bicycle had regained its old time popularity, and instead of being dead, as a great many appear to insist on having it, they would find it an industry that was well worth their while to continue in; and would further realize that their expenses would be reduced and their business increased; and all it needs to accomplish this end is to create enthusiasm of the right sort.

I note that the bicycle clubs and the dealers all over the country are taking a renewed interest in the sport, but they cannot, or should not be expected to do it alone. The manufacturers, who would be beneficiaries from the successful results of the efforts being put forth, should contribute their just and legitimate share.

You certainly have started the ball rolling, and you are worthy of the greatest credit for the effort that you have put forth. I hope that one and all will not relinquish giving the ball a kick until it has arrived at that goal we are all striving to reach.

Our company has been placed in position by a few of the clubs recently where we could serve them, and has not hesitated in a single instance to do so.

Our friend, the Bicycling World, is certainly an enthusiastic and ardent supporter of any efforts that are put forth to better business, as is evidenced by the reading matter in the columns of the paper. Unanimity of purpose is what we want, and if there is any way that our company can assist, we will indeed be only too glad to be called upon to do so. Most sincerely yours,

CONTINENTAL RUBBER WORKS,

Charles F. U. Kelley, General Sales Manager.

The Hudson Manufacturing Company, as will be seen by the following, offer a Hudson Racer to the first committee of dealers or club in the State of Michigan that arranges for a twenty-five mile road race to be run on July 4th, and securing therefor twenty-five or more paid entries:

Hudson, Mich., March 12, 1904.

The Persons Mfg. Co.

Gentlemen: Your kind favor of the 8th inst. received, and wish to say that we shall be very glad indeed to assist in the good work which you are doing.

We have offered, and, in fact, already delivered several machines this season as prizes, and we would be more than pleased to offer a Hudson Racer, complete, as a first prize, to the first committee or club in the State of Michigan that arranges for a twenty-five mile road race, to be run July 4th, with twenty-five or more paid entries.

We have contributed to the Grand Rapids races and believe that our agent at that point is promoting a race at this time, to come off July 4th.

Wishing you the best success, and again assuring you of our intention to do our share in bringing back the custom which "means pleasure to us all," we remain Yours very truly.

THE HUDSON MFG. CO.

Memphis, Tenn., has an enterprising dealer in Mr. H. A. White, who is starting the ball with a ten-mile road race in May. We think he would have better results if he secured the co-operation of the other dealers and arranged for a series of races on the several holidays.

Memphis, Tenn., April 4, 1904.

Persons Mfg. Co.

Gentlemen: On Saturday, May 28, I will give a ten-mile road race and have offered as first prize a \$50 bicycle. If you would like to give a prize for this race I would be glad to have it and will give you proper credit before the wheelmen for the same.

Although I manage this myself, it will be open to all wheelmen, and will also be open to other bicycle dealers if they care to join me.

The races we gave last year and the year before had about fifty entries each time and about a thousand people went out to see them. I consider road racing a good stimulant for the cycle trade. Your truly,

H. A. WHITE.

Our Toledo friends have entered heartily into the spirit of the road racing movement and writes as follows:

Toledo, Ohio, April 14, 1904.

Mr. Charles A. Persons.

Dear Sir: Answering your personal favor of the 12th, permit me to say that our two companies, the Kirk Manufacturing Company and the Snell Cycle Fittings Company, are both doing all they possibly can to further the movement for road races and track racing on bicycles. We have donated a number of racing machines for prizes, and purpose continuing along these lines.

Every report that we get indicates an increased interest in the bicycle, and if the weather were only seasonable, I feel that these reports would materialize. I look forward to an increased business, particularly in the better class of goods. This, of course, will interest you, as your product is only used on the better grade of goods. Very truly yours,

EZRA E. KIRK.

The George N. Pierce Company, Buffalo, were approached with the suggestion that they offer a machine in New York State under certain conditions, to which they reply as follows:

Buffalo, N. Y., March 24, 1904.

Mr. Charles A. Persons.

My Dear Persons: Pardon my not answering your letter of March 8th before, but we have been more than busy.

Beg to say we appreciate fully the effort you are making to inaugurate a widespread movement for road races. We are willing to contribute one of our machines as a first prize, and leave it to you to see that it is placed in and with the proper club—if such is desired.

Your commands will receive prompt attention now and always.

Wishing you most successful results from your efforts, we are, very truly yours,

THE GEORGE N. PIERCE CO.,

George N. Pierce, President.

Later the Pierce Company wrote that the Bay View Wheelmen of Newark, N. J., with a membership of over six hundred, were promoting the good old Irvington-Millburn race, and suggested that they be favored with the Pierce machine, therefore the offer of the Pierce racing bicycle has been made to apply to the State of New Jersey, and it would appear probable that the Bay View Wheelmen will capture the machine, as the Irvington-Millburn is a most popular race. Nevertheless, several road events have already been announced for May in New Jersey.

Atlanta, Ga., is perhaps doing more bicycle business than any other two cities in the South, and it is largely due to the high tension at which the dealers keep the racing interest in the people. Road races are regularly scheduled by the dealers!! The Alexander-Elyea Company, as one of the prominent companies, writes as follows:

Atlanta, Ga., April 12, 1904.

Mr. C. A. Persons.

Dear Sir: Yours of 8th inst., enclosing notices which appeared in the Bicycling World, received. We thank you for the effort you are making to revive interest in bicycles. We expect to have periodical races here during the season, in fact, the first race will be given some time next month, and we have donated a Yale Racer for the occasion. Yours very truly,

ALEXANDER-ELYEA CO.

Mr. C. P. Cubberly, of Malden, Mass., is reviving the Linscott road race, and is starting off with a Crouch motorcycle as first prize, and has received racing bicycles from the Pope Manufacturing Company, George N. Pierce Company, Buffalo and Eagle Bicycle Manufacturing Company, which generous support deserves publicity. We have sent him three fine saddles. The race, owing to the condition of the roads, has been postponed until May 7.

But the exact ends sought are perhaps best found in the letter of the enterprising Buffalo dealer, Mr. J. A. Worthington, who disposes of upwards of six hundred Racycles each season.

Buffalo, N. Y., April 14, 1904.

Mr. Charles A. Persons.

Dear Sir: After reading your letter in the Bicycling World regarding the giving and promoting a series of road races to stimulate bicycle riding, I called on a number of dealers, and they all seem willing to co-operate in the organization of a dealers' association to promote bicycle road racing.

I have sent out notices calling a meeting for April 18, and am sure of a good attendance. All it seemed to require in Buffalo was to have some one broach the subject



to the various dealers in order to get their support in pushing the good work along.

Trusting your letter to the *Bicycling World* will stimulate dealers in all cities and towns to organizing road races, as it cannot help pushing the game along, I remain, Yours truly,  
JOHN A. WORTHINGTON.

That is the plan. Some dealer in each city in the United States should call on his friendly competitors and show them the advisability of their getting together and promoting a series of rousing good road races. Meetings should be arranged, the local press supplied with data and the riders generally stirred up. Respectfully,

CHAS. A. PERSONS.

#### Points on Adjustments.

More complaint of the labor of cycle riding comes from cyclists using an improper reach than is generally supposed. If the reach is wrong the rider cannot do good work. No inconsiderable portion of his work goes to waste, when it should all be utilized in driving the machine.

Too short a reach is almost as bad as too long a one. It is even more tiring, for the rider's legs are cramped and the inability to get them straight out, or nearly out, on the down stroke causes great weariness. Nor is it possible to get the full benefit of the stroke, owing to the confined position. While entirely different, the too long reach has, if anything, even greater drawbacks. The leg is constantly stretching to reach the down pedal, and soreness is caused thereby, while the push is weak and ineffective.

A very little difference in the height of the saddle post will remedy either trouble.

#### Macon to Install Cycle Police.

Although it is asserted that Macon, Ga., motorists speed through the streets at the rate of sixty miles an hour, it is seriously proposed to equip a couple of policemen with bicycles for the purpose of apprehending them and conveying them to durance vile. They will be given instruction to run down any automobile that tries to go rapidly through the streets, and the citizens are promised some rare sport within the next few weeks when the race begins between the bicycle officers and the automobile riders.

#### Peoria's Club of Railway Men.

The T., P., and W. Bicycle Club, Peoria, Ill., composed almost wholly of employes of that railroad, has elected the following officers for the 1904 term: J. L. Kent, president; F. J. Mihigan, vice-president; F. C. Roach, secretary; J. C. Coppock, treasurer; A. F. Kearney, captain; C. J. Macfarlan, first lieutenant; W. R. Kiefer, second lieutenant; Charles Brown, color bearer; directors, W. W. Carrol, retiring president; J. D. Sansom, Ed. Gilmore and J. T. Mowatt. The club has a membership of 200.

Up to April 1st 1,750 motorcycles had been registered in London; up to the same date the number of automobiles that had taken out "tags" totaled but 2,544.

#### Bicycles for Foot Races.

A sermon on the permanent and inalienable utility of the bicycle as an adjunct of sport and a vehicle of transportation of peculiar adaptability, was to be found in all the varying scenes connected with the annual Marathon foot race in Boston last

Then again, bicycle riders could skim past the field and watch the whole lot of runners pass two or more different points.

The competitors were accompanied by trainers and friends, who rode bicycles and cheered them on and attended to their wants. On bicycles they easily kept pace

#### A German Dream of the Near Future.



This event is a twenty-five mile run, and spectators turned out by tens of thousands to see it. For viewing it most advantageously a bicycle is necessary. With a cycle one could run out into the country and watch the racers pass points near the start where the race was most interesting because of the contestants being fresh and well bunched.

with the contestant whether he ran or walked, and were within arm's reach of him, and yet they did not obstruct the road for others and of no other vehicle they could have used would this have been true. Again, the couriers of the race and the judges and umpires, whether they shifted about or stood at some appointed place, all used bicycles.



## United Cycling Club's Inaugurate the Season.



An initial run was held last Sunday by the United Cycling Clubs of Greater New-York, in which 265 riders, representing eight clubs, participated, and at the destination of the run on the Richmond County Boulevard, Staten Island, a five-mile race in three heats and a final was run.

The run started from the plaza of Prospect Park, Brooklyn, and proceeded to the Brooklyn Borough Hall, on the steps of which the cyclists posed for a photograph. The run then continued over the bridge and by way of the ferry from the Battery to Staten Island.

Following is the list of clubs and the number of riders they had in line, about a dozen

women being included: Monitor Cycle Club, 55; Long Island District Century Road Club Association, 40; Penn Glen Wheelmen, 38; Brower Wheelmen, 36; Eastern District Turner Cycle Club, 30; Canarsie Wheelmen, 27; Sutton Wheelmen, 24; Defender Wheelmen, 15.

The race was run from the Speedway Inn along the new Shore Road. The heats were at one mile, straightaway, and the final of five miles was over a two and a half mile course. Following is a summary:

First heat—Won by W. Crawford; S. Welander, second; J. Halbach, third; D. Britton, fourth.

Second heat—Won by C. Zink; E. Search,

second; I. M. Eifler, third; H. S. R. Smith, fourth.

Third heat—Won by Adolph Krohn; H. B. Appleton, second; G. Duester, third; H. Cruyler, fourth.

Final—Won by H. B. Appleton, Brower Wheelmen; J. M. Eifler, C. R. C. A., second; A. Krohn, Monitor C. C., third; H. S. R. Smith, Brower Wheelmen, fourth; S. Welander, Monitor Cycle Club, fifth; C. Zink, C. R. C. A., sixth. Time, 14 minutes 26 3-5 seconds.

Judge Henry J. Furlong, of Brooklyn, attended the run, was honorary referee of the race, and afterward treated everybody at a nearby "treatery."

### Mock Wins First "Race Home."

First of the season's century runs with a "race home" from the last checking station was held by the New York division of the Century Road Club of America over the Long Island Course last Sunday. There were about sixty starters in the century, all of whom finished what was a hard ride because of stiff breezes.

Nearly thirty competed in the race home of fifteen miles from the last stop at Valley Stream. The race was won by Charles Mock, who beat Van den Dries, the second man, by about three minutes.

There were prizes for the first eight to

finish in the race. The first eight finishers, in their order, were: Charles Mock, H. Van den Dries, George Weirich, Fred Mommer, Harry Hall, Harry Early, M. Van den Dries, John Davis.

Special prizes were won by H. Groom, of Tarrytown and Hy Van den Dries.

### Paris Will Have \$8000 Meet.

One of the greatest race meets scheduled for Paris this year is the "Grand Prix de la Republic," which is to be run on May 1, 5 and 8. The prizes amount to more than \$8,000, and both sprint and motor paced races will be contested.

### Rutt Defeats Ellegaard.

Walter Rutt, who may be seen in this country this year as one of the Rambler team, defeated Ellegaard, the Danish champion, a few days after Walter Bardgett had taken him into camp in the four cornered international race at the Canning town track in London. Rutt and Ellegaard met in the final in an open race at the Velodrome d'Hiver, the indoor track in Paris, and Rutt won in a convincing manner.

They still hold Zimmerman in affectionate remembrance in France. A one kilometer race for the "Zimmerman prize" was among the events recently decided at the Winter track, Paris.



## CASH FOR KRAMER AND FENN

**Each Wins one of the Professional Races at Vailsburg—Billington a Winner.**

Kramer and Fenn divided the two professional races at Vailsburg last Sunday, the champion winning the half mile handicap from scratch in 56 1-5 seconds, and Fenn taking the five-mile open. Teddy Billington gave his supporters reason to cheer the "Pride of Vailsburg" by winning the half mile open amateur by a length from Schlee. Hartigan and Billington, scratch men in the mile handicap, could not catch the limit men in the final, which went to Rupprecht, a 160-yard man. In spite of a big baseball game in Newark, 4,000 spectators witnessed the races.

Adam Beyerman and J. E. Achorn, jr., both of New York City, made their debuts as professionals, but only succeeded in winning one lap prize each in the five-mile open. Dan Sullivan made his appearance, after a year's absence from the track, and won one lap prize. Tom Butler and Fred Ernst, of Rochester, were among the spectators, and Butler expects to ride to-morrow. Ernst may not be seen in competition this year. George Leander's name was on the programme, but he had gone to Boston to prepare himself for a race against Caldwell and Stinson on the Charles River track, Tuesday, April 19. Root, who had teamed with Leander the previous Sunday, teamed with Jed Newkirk in the five-mile open, being shut out of his heat of the handicap. He might have qualified, but George Collett unintentionally ran him wide as they swung into the stretch, and Root finished fourth. The novice race had twenty-four starters, the amateur open nineteen and the handicap thirty; the professional handicap nineteen and the five-mile open twenty-two.

Three heats reduced the starters in the half mile handicap to Kramer, scratch; Fenn, 10 yards; Menus and John Bedell, 20 yards; Collett, 30 yards; Hadfield, Dorlon and Schreiber, 40 yards, and Newkirk, the limit man, at 45 yards. Kramer and Fenn, the Bedell Brothers and Hadfield and Krebs announced they would team for the race. After the men were mounted there was quite an interval before they were sent away, owing to the refusal of the band leader to stop his men in the middle of a medley of popular airs. The incident seemed to amuse the spectators, though the riders protested, as the air was chilly and there was a strong breeze blowing. When the bell was rung for the last lap Newkirk was leading, followed by Hadfield, Dorlon, Collett, Fenn and Kramer. Fenn and Kramer gained on the back stretch and Fenn swung from the pole at the beginning of the last turn, hindering rather than helping Kramer by the manoeuvre. Dorlon and Hadfield rode around Newkirk on the turn and entered the stretch a little in advance of Kramer. The trio came down the straight with Hadfield on the pole,

Dorlon next and Kramer on the outside. The champion was the fastest, and led by half a length at the tape, Hadfield being about the same distance ahead of Dorlon. Dorlon might have been closer to Kramer, but the latter and Hadfield converged as they neared the tape, and Dorlon had no chance to get through, even if he had been able. The time, 56 1-5 seconds, was only 12-5 seconds slower than the record of 54 4-5 seconds, held by Kramer. Kramer's time for the last quarter was 27 2-5 seconds.

Lake, Achorn, Galvin, Deetjen, Guery, Benfer, McCarthy, Dorlon, Fogler, Beyerman (with amateur champion Hurley as "pusher-off"), and Newkirk were placed in the first line of the starters in the five-mile open, and Hadfield, Sullivan, Menus Bedell, Krebs, John Bedell, Schrieber, Glasson, Collett, Root, Fenn and Kramer in the second line. After one false start they were sent away, and Beyerman won his first money prize when he crossed the tape first at the end of the initial lap. The lap prizes were well distributed, Galvin and Dorlon each winning five and Newkirk two and Fogler, Sullivan, Root, Schreiber, Achorn and Kramer one each. Newkirk and Root, the Bedell brothers, Guery and McCarthy and Kramer and Fenn were teamed for the race. Hadfield and Krebs did not combine, as the "Flying Dutchman" said he did not feel well, but still he managed to come in fourth at the finish. Kramer and Fenn went to the front after eighteen laps had been covered, the champion winning a dollar for leading at the nineteenth lap. At the bell Kramer led, followed by Fenn, Hadfield, Root and John Bedell. The positions were the same as they entered the last turn, where Kramer slackened and sat up. Fenn, Root, John Bedell and Krebs rode into the stretch abreast, with Fenn having a slight lead. Fenn was nearest the pole, and rode just fast enough to keep the trio at a safe distance, being a good half length ahead of Root at the tape. Menus Bedell had managed to work his way through on the pole, and jumped into second place ahead of Root, a foot only behind Fenn when he passed the judges' stand. Krebs and John Bedell were fourth and fifth, very close to the leaders.

Billington, Mackay, Chappey, Lee, Hartigan, Goerke, Zanes and Schlee were the competitors in the final of the half-mile open, amateur. Zanes led at the bell, followed by Billington and Chappey, Lee being in the middle of the bunch. Billington led at the last eight pole, while Lee was then at the extreme rear of the procession. The "Pride of Vailsburg" won by an open length from Schlee, Chappey and Hartigan, who finished well together in the order named. Lee finished a bad fifth, sitting up. Lee did not qualify in his heat of the one-mile handicap, and Billington and Hartigan at scratch and Goerke at 40 yards had too big a gap to be covered in the final, and never caught the limit men at all. Rupprecht, of the Bay View Wheelmen, 160 yards, won by a length from Sherwood, of the Pellet team, 120

yards, in the sprint through the stretch.

Summaries:

Quarter-mile novice. Won by W. Gebhard, Brooklyn; C. F. Hansen, Jersey City, second; J. A. Cox, Arlington, N. J., third. Time, 0:33 2-5.

Half-mile open, amateur. Won by Teddy Billington, Yale B. C., Vailsburg; Charles Schlee, Bay View W., Newark, second; H. E. Chappey, Little Falls, N. J., third; John Hartigan, National A. C., Brooklyn, fourth. Time, 1:10 2-5.

One-mile handicap, amateur. Won by Edward Rupprecht, Bay View W., Newark (160 yards); C. A. Sherwood, Pellet Team, New York (120 yards), second; David Mackay, Newark (100 yards), third; Paul Bichette, Pellet Team, New York (120 yards), fourth. Time, 2:07 3-5.

Half-mile handicap, professional. Won by Frank L. Kramer, East Orange (scratch); Charles Hadfield, Newark (40 yards), second; Oliver Dorlon, Coney Island (40 yards), third; Menus Bedell, Lynbrook, L. I. (30 yards), fourth. Time, 0:56 1-5.

Five-mile open, professional. Won by W. S. Fenn, Waterbury, Conn.; Menus Bedell, Lynbrook, L. I., second; E. F. Root, Boston, third; Floyd Krebs, Newark, fourth; John Bedell, Lynbrook, L. I., fifth. Time, 11:48 3-5. Lap prize winners, Galvin, 5; Dorlon, 5; Newkirk, 2; Sullivan, 1; Schrieber, 1; Fogler, 1; Root, 1; Beyerman, 1; Achorn, 1 and Kramer, 1.

### Walthour on Pacing Machines.

Robert Walthour, who is now in Europe showing the natives how to win paced races, is one of the latest converts to the small pacing motor. The fact that Manager Ingraham, of the Revere Beach track, has decided to allow none but the small machines at his track may have had something to do with the change of heart of the Atlanta rider. In a letter received recently in this country, Walthour says:

"Every time I go behind a big pacing machine I consider that I take my life in my hand. The fourteen horse power motors are dangerous. In my judgment you can get a better and safer race by using the four horse power machines."

In the past Walthour has always been an advocate of the larger machines and the bigger they were, just so much better was he pleased. He has perhaps seen enough accidents in Europe to make him experience a change of heart. One prominent pace follower there, Robl, who was defeated by Walthour recently at Berlin, is said to have one pacing machine of twenty-two horse-power.

### Chapman to Follow Pace.

John Chapman, of Atlanta, who raced entirely on the Salt Palace track in Salt Lake City last year, is now at his home. He has been training behind Franz Hoffman's big pacing machine on the new track which Jack Prince has built there, and expects to be one of the pace followers for the Southern circuit which Prince is getting up.



## CALDWELL A WINNER

**Defeats Leander and Stinson at Charles River Park—One Mile in 1:07.**

Harry Caldwell, of Manchester, N. H., defeated George Leander, of Chicago, and Will C. Stinson, of Cambridge, in the twenty mile paced race at the opening meet of the Charles River Park track, Cambridge, on Patriots' Day, April 19. Leander equalled Robert Walthour's world's record of 1:07 for a mile in competition, and was leading Caldwell by three-quarters of a lap when one of his tires burst. Before the Chicagoan could remount, Caldwell gained his lost ground and three laps more. Leander could not gain on Caldwell after he got on the track again, and the "fifty miles an hour" man increased his lead until he was five and three-quarter laps ahead of Leander at the end of the twenty miles. Leander finished one lap ahead of Stinson, whose pacing machine was not as fast as those followed by his opponents.

Caldwell was paced by Robert Schultz, Leander by William Saunders, and Stinson followed James Hunter. Leander went to the front at the start and had five yards' advantage over Caldwell at the end of the first mile. Leander and Caldwell gained steadily on Stinson, and had gained a full lap on the Cambridge man in the third mile. Leander increased his lead over Caldwell to forty-five yards at five miles and to one lap at eleven miles. Leander lost a little of his advantage in the twelfth mile, and was trying to pass Caldwell when his tire blew out. The pair had set such a hot pace that Leander had gained six laps and Caldwell five on Stinson when Leander's mishap occurred. Caldwell tried to pass Leander in the concluding mile of the race, but was unsuccessful.

In spite of the large number of New-England amateurs who were "axed" by the N. C. A. Board of Control last fall, twenty-two riders started in the ten mile open amateur event. Special prizes for the leader at each mile kept the bunch moving. Giles went to the front as the last mile was begun, but gave way to Connolly at the half. The latter led into the stretch at the finish, but was overhauled within a few yards of the tape by J. B. Coffey, who won by a close margin. H. Barry was third, and there was less than a wheel's length between first and third man.

### Summaries:

Ten mile open, amateur—Won by J. B. Coffey, South Boston; D. Connolly, South Boston, second; H. Barry, South Boston, third; W. E. Brown, Dorchester, fourth. Time, 26:41 1-5. Mile prize winners—Connolly, 4; Barry, 2; Giles, 1; Hanson, 1, and Coffey, 1.

Twenty mile motor paced race—Won by Harry Caldwell, Manchester, N. H.; George Leander, Chicago, second; Will C. Stinson, Cambridge, third. Time, 24:09 4-5.

| Miles. | Leader.       | Laps. | Yards. | Led by | Time by  | Total  |
|--------|---------------|-------|--------|--------|----------|--------|
| 1..    | Leander.....  | 5     |        |        | 1:13%    | 1:13%  |
| 2..    | Leander.....  | 5     |        |        | 1:10%    | 2:24%  |
| 3..    | Leander.....  | 25    |        |        | 1:10%    | 3:34%  |
| 4..    | Leander.....  | 30    |        |        | 1:12%    | 4:46%  |
| 5..    | Leander.....  | 45    |        |        | 1:07     | 5:53%  |
| 6..    | Leander.....  | 1/4   |        |        | 1:10     | 7:03%  |
| 7..    | Leander.....  | 1/2   |        |        | 1:09%    | 8:13%  |
| 8..    | Leander.....  | 1/2   |        |        | 1:10     | 9:23%  |
| 9..    | Leander.....  | 3/4   |        |        | 1:08%    | 10:32% |
| 10..   | Leander.....  | 3/4   |        |        | 1:10%    | 11:43% |
| 11..   | Leander.....  | 1     |        |        | 1:13%    | 12:56% |
| 12..   | Leander.....  | 3/4   |        |        | 1:19     | 14:15% |
| 13..   | Caldwell..... | 4     |        |        | 1:17     | 15:32% |
| 14..   | Caldwell..... | 5     |        |        | 1:13%    | 16:45% |
| 15..   | Caldwell..... | 5     |        |        | 1:13%    | 17:59% |
| 16..   | Caldwell..... | 5     |        |        | 1:12%    | 19:11% |
| 17..   | Caldwell..... | 5 3/4 |        |        | 1:12%    | 20:24% |
| 18..   | Caldwell..... | 5 3/4 |        |        | 1:16 1/2 | 21:40% |
| 19..   | Caldwell..... | 5 3/4 |        |        | 1:15%    | 22:55% |
| 20..   | Caldwell..... | 5 3/4 |        |        | 1:13%    | 24:09% |

### Salt Lake Track to Resume.

Salt Lake City's famous Salt Palace track has been restored to good standing by the management paying the outstanding claims of the riders who competed in the six day race there last year. The owners of the track have been trying to make terms with Iver Lawson for himself and McFarland to ride there at least part of the year, but he is not very likely to remain there for any length of time, as he will have more opportunities to race in the East.

Several of the men who raced there last year will not be on hand for any races there this year. Saxon William, of New Haven, who went there after a few weeks' unsatisfactory racing at Belleville, is now in Salt Lake City, and will probably remain there. W. M. Samuelson, N. C. Hopper, Carl and Iver Redman, Starbuck and Heagren are some others who will likely be regular competitors in all races at the Salt Palace track during 1904.

### Why de Guichard did not go Abroad.

Basil de Guichard, whose address is Paris on the race programs, but whose father lives at Providence, R. I., has begun training at Charles River Park. His father was very anxious to send him to Paris for the year with Philip Reese, manager of Walter Bardgett, but was unable to make a satisfactory arrangement. The latter was willing to take the youngster to France with him, but could not see how he could guarantee him the money which the elder de Guichard asked for. As the pace follower is still a minor, Reese did not care to be bothered with him under the conditions imposed by his father.

### Caldwell Expects to do 55.

Harry Caldwell, the "Manchester Giant," who was the first American racing cyclist to ride fifty miles in the hour behind motor pace, predicts he will cover fifty-five miles inside sixty minutes during the coming season. He is not very optimistic about the future of motor paced racing, however, and will devote part of his time to working in an automobile store in Hartford this summer.

### Jacquelin to Become Track Manager.

Jacquelin, the French sprinter, who threatened to become an actor, has made arrangements to manage the cycle track at Rouen, in the South of France, and will promote race meets there during the summer at which he will be the star attraction. His suspension for agreeing to "fix" a race in Paris was raised on Thursday, April 20.

## MORAN WINS AT REVERE

**Nat Buttler and Hugh McLean Succumb to Chelsea Giant at Opening Meet.**

James Moran, of Chelsea, took Nat Butler, of Cambridge, and Hugh MacLean, of Chelsea, into camp at the Patriots' Day race last Tuesday at Revere Beach track. The men rode twenty-five miles behind motor pacing machines limited to four horsepower, and Moran led Butler by three laps at the finish, accidents forcing MacLean to retire in the twenty-first mile. Despite the cold and a threatened rainstorm, five thousand spectators made the trip to the track, many of them prepared for the rainstorm which arrived just before the paced race, but which only lasted a few minutes. There were two amateur events, a ten mile open and a mile handicap, and seventeen aspirants for champion Hurley's scalp were present to prove that all of the Yankee amateurs had not been transferred to the professional ranks.

Moran went to the front during the first mile of the paced affair, and was never headed during the race. MacLean was the contender from the beginning, and Moran did not succeed in gaining a lap over him until the sixth mile. The efforts of Moran to pass his opponents when he overhauled them caused a great deal of excitement, and he was compelled to fall back several times after riding up the bank for three or four laps. MacLean gave Moran a great battle, and was able to prevent him from gaining his second lap until a splinter punctured the former's tire in the seventeenth mile.

When MacLean had changed wheels and got going again, he tried to gain back some of the advantage he had lost to Butler, but the veteran fought him off each time he tried to pass him. While riding the twenty-first mile the chain on MacLean's bicycle snapped, and he was forced to retire from the race. Moran was two and three-quarter laps ahead of Butler when MacLean's accident happened, and contented himself with that lead until the last mile. Just before the race ended Moran made a great effort and overhauled Butler, thereby winning by an even three laps. The small motors went through the race without any trouble. MacLean and Butler were somewhat hindered by the superfluous amount of clothing worn by their pacemakers, as the machines were not sufficiently powerful to offset the extra amount of wind resistance.

The scratch men, Keighley, of Providence, and Younie, of East Boston, seemed disinclined to exert themselves in the final heat of the one mile amateur handicap. The race was won by J. A. McNeil, of Boston (40 yards), who was one of the riders slated for the professional class last fall, but has since succeeded in dodging the blow that sent so many of his fellows into the ranks of the money chasers. McNeil again proved his riding ability by winning the ten mile open,



as well as four of the prizes which were offered for the leader at each mile. Keighley fell in the first mile, but remounted and overtook the others after a ride of three miles. When he went to the front after catching the others, the crowd gave him a great reception. Gillis tried to make a runaway in the last mile, but was passed by the others on the concluding lap. McNeil, Younie and Batchelder finished in the order named, less than a wheel's length separating them.

Summaries:

One mile handicap, amateur—Won by J. A. McNeil (40 yards); M. J. Gillis (75 yards), second; C. H. Batchelder (85 yards), third; J. S. Cullen (110 yards), fourth. Time, 2:05 2-5.

Ten mile open, amateur—Won by J. A. McNeil; W. S. Younie, second; C. H. Batchelder, third. Time, 26:57 4-5. Mile prize winners: McNeil, 4; Gillis, 2; Brekevelt, 1; Mellish, 1, and Keighley, 1.

Twenty-five mile motor paced race—Won by James Moran, Chelsea, Mass.; Nat. Butler, Cambridge, second; Hugh MacLean, Chelsea, Mass., third. Time 36:34 1-5.

| Miles. | Leader.    | Led by      | Time by  | Total     |
|--------|------------|-------------|----------|-----------|
|        |            | Laps.Yards. | miles.   | time.     |
| 1..    | Moran..... | 10          | 1:30 1/2 | 1:30 1/2  |
| 2..    | Moran..... | 60          | 1:25     | 2:55 1/2  |
| 3..    | Moran..... | 1 1/2       | 1:24 1/2 | 4:23      |
| 4..    | Moran..... | 3/4         | 1:24 1/2 | 5:47 1/2  |
| 5..    | Moran..... | 3/4         | 1:29 1/2 | 7:16 1/2  |
| 6..    | Moran..... | 1           | 1:28 1/2 | 8:45      |
| 7..    | Moran..... | 1 1/4       | 1:26 1/2 | 10:11 1/2 |
| 8..    | Moran..... | 1 1/2       | 1:26 1/2 | 11:37 1/2 |
| 9..    | Moran..... | 1 3/4       | 1:26 1/2 | 13:04     |
| 10..   | Moran..... | 1 7/8       | 1:28 1/2 | 14:32 1/2 |
| 11..   | Moran..... | 2           | 1:30 1/2 | 16:03     |
| 12..   | Moran..... | 1 7/8       | 1:25 1/2 | 17:28 1/2 |
| 13..   | Moran..... | 1 3/4       | 1:29 1/2 | 18:57 1/2 |
| 14..   | Moran..... | 1 1/2       | 1:27 1/2 | 20:25 1/2 |
| 15..   | Moran..... | 1 1/4       | 1:28 1/2 | 21:53 1/2 |
| 16..   | Moran..... | 1 1/2       | 1:29 1/2 | 23:22     |
| 17..   | Moran..... | 2 1/4       | 1:28     | 24:50     |
| 18..   | Moran..... | 2 1/2       | 1:26 1/2 | 26:16 1/2 |
| 19..   | Moran..... | 2 3/4       | 1:30 1/2 | 27:46     |
| 20..   | Moran..... | 2 3/4       | 1:25     | 29:11     |
| 21..   | Moran..... | 2 3/4       | 1:26 1/2 | 30:37 1/2 |
| 22..   | Moran..... | 2 3/4       | 1:33 1/2 | 32:10 1/2 |
| 23..   | Moran..... | 2 3/4       | 1:22 1/2 | 33:33     |
| 24..   | Moran..... | 2 3/4       | 1:29 1/2 | 35:02 1/2 |
| 25..   | Moran..... | 3           | 1:32     | 36:34 1/2 |

Leander Goes to Meet Munroe.

George Leander started for Atlanta immediately after his race at Charles River Park last Tuesday, when he defeated Stinson and was second to Moran in a twenty-mile motor paced contest. Leander is scheduled to meet Bennie Munroe, of Memphis, Tenn., in a motor paced race, at the opening of the new track which John S. Prince has built at Piedmont Park, in Atlanta, and called the Stadium. Leander had only one week in which to train for his race at Charles River Park, and was leading when one of his tires punctured. He did so well that Root may be compelled to hunt for another team mate for the sprinting races.

Dangla Gets a Bad Fall.

Dangla, the French pace follower, whose racing scalp is one of the many which dangle at the belt of Robert Walthour, was put out of commission by a bad fall on April 9. He had just finished a ten-mile training spin behind Marius The, his pacemaker, and was going at full speed when his front tire burst. His forehead was cut open and he was unconscious when picked up. His injuries are not serious, but it will be some time before he will be able to race again.

FIXTURES.

April 24—C. R. C. Association one and two mile championships, Valley Stream, L. I.

April 25.—Atlanta, Ga., opening races on new Stadium track.

April 26—Atlanta, Ga., ten-mile road race.

May 1—Tiger Wheelmen 15-mile open road race, Valley Stream (L. I.) course.

May 1—"Revival Run" to Chestnut Hill Rerservoir, Boston.

May 1—Tiger Wheelmen road race, Valley Stream (Long Island) course.

May 7—Malden, Mass., 10-mile handicap road race.

May 8—C. R. C. A. spring country run; race home from Massapequa (Long Island), twenty-eight miles.

May 28—Memphis, Tenn., ten-mile road race.

May 30—Irvington-Millburn 25-mile handicap road race.

May 30—Grand Rapids, Mich., road race.

May 30—Denver, Col., road race.

May 30—Dorchester, Mass., road race.

May 30—Chicago-Evanston road race.

May 30—Red Bank, N. J., Storck road race.

May 30—Baltimore, Md., American Wheelmen 6 1/2-mile road race.

May 30—Salt Lake City road race.

May 30—Indianapolis, Ind., road race.

June 18—C. R. C. A. 50-mile road championship of United States and Canada.

July 10—C. R. C. A. 50-mile open road race, Long Island.

August 1-6—St. Louis Exposition meet.

September 3—London, Eng., World's championships.

September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.

September 8-10—London, Eng., World's championships.

Why Fenn is on the Fence.

W. S. Fenn is on the fence. Awaiting his decision on either hand stands a leading cycle manufacturer anxious that his machine shall be well and loyally represented on the N. C. A. Grand Circuit during 1904. One of the makers has proudly told in much printer's ink of the championships, both amateur and professional, that have been won on his "tried and true" wheel. The other has catered more to the doughty men who trail the snorting motor, his machine last year earning its title, the "fifty miles an hour wheel"; but this year he would also be numbered among the seekers for honors among the ranks of the sprinters.

On that side of the fence where waits the "fifty miles an hour" man is the possibility of winning the much coveted N. C. A. professional championship for 1904. There also stand most of his friends and fellow townsmen and thousands of sport loving people who admire most the man who strives for glory with money as an incidental rather than money with glory as an infinitely small factor. The maker on that side of the fence preaches the gospel of individuality, and reminds the erstwhile "Boy Wonder" he won that particular title upon a bicycle turned

out by the factory that now makes the "fifty miles an hour" machine.

On the other side of the fence is a great array supporting the maker of the "tried and true" machine. Chief among them is the mentor and relative of the blond haired youth who has won premier honors among American sprinters for the last three years, and the square jawed Jerseyman himself. There are to be found the "sure money" advocates, pointing out the arduous path of a free lance and extolling the lot of a sharer in the spoils of a champion. There are also to be found those rivals who are ready and anxious to become members of the team representing the man who makes the "fifty miles an hour" wheel.

Which side of the fence he will eventually favor no one knows positively, except perhaps the "Bristol Blacksmith" himself. But the signs point to that side where stands the man who makes the "tried and true" bicycles, because last Sunday Fenn bestrode one of them in the two races he competed in at the Vailsburg track, and he and the champion rode as team mates in both contests.

Goerke's Great Going Indoors.

Oscar Goerke, of the National A. C., and the Thirteenth Regiment, Brooklyn, has come rapidly to the front as an indoor rider on armory floors during the winter, and on the occasion of his latest appearance he distinguished himself more than ever. This was at the spring games of the Thirteenth Regiment, held in the armory last Saturday night.

Goerke won both the mile and two mile handicap, and in both races he started from scratch and spread eagled the field. In the one-mile race his time equalled the former armory record, but in the two-mile event he lowered the recorl by 32 2-5 seconds. In the two-mile event the limit man had nearly one lap start on Goerke, but the latter after passing the field kept up a fast clip and won by nearly a lap. He won the one-mile by fifty yards.

One Mile, Bicycle Novice—Won by George D. Hahlweg, Company F; James Winkler, oCompany D, second; A. Sauer, Company D, third. Time, 2 minutes 53 3-5 seconds.

One Mile Bicycle Handicap—Won by Oscar Goerke, Company E, scratch; O. P. Devine, Company M, 43 yards, second; Gus Purden, Company E, 45 yards, third. Time, 2 minutes 26 1-5 seconds, equalling former record.

Two Mile Bicycle Handicap—Won by Oscar Goerke, Company E, scratch; O. P. Devine, Company M, 80 yards, second; Gus Perden, Company 1, 60 yards, third. Time, 5 minutes 6 2-5 seconds. Former record, 5 minutes 39 4-5 seconds.

Reading Standard Will Support Team.

There will be a Reading Standard racing team on the track this year. The men have been selected, and contracts are now awaiting their signatures.



## THE NATION'S STRENGTH

### Athletics the Ground Work of Physical and Moral Tone—Cycling's Place of Honor.

It has been noted that the passing of a crisis is marked by an improvement, a change for the better. We are reminded of this by some comments we recently read in a contemporary on the physical decadence of the Anglo-Saxon race, says the Irish Cyclist in an editorial entitled "Athletics—a Nation's Strength." This physical degeneration was for a period unmistakably present, until at length some of its causes were brought home to legislators, and science students alike, when steps were taken to stay its progress and explain the phenomenon.

The labors of the great Earl of Shaftesbury, Frances Cobbe—whose death at an advanced age was recorded recently—Mrs. Chant and others, not to speak of the worthy efforts of temperance workers, all contributed to bring about a change in the physical and moral condition of the myriads of toilers whose life was largely a passage from one stage of misery to another, and whose only hope was in a speedy ending of their human environment. By legislation, which made compulsory the using of those aids and preventives against disease which the sanitary scientist and the microbe hunter had provided, the tide was at length turned back, and people breathed again as they realized that the day of their extinction had not yet dawned. With this public awakening of the ruling powers there was combined a revived interest in the national pastimes, which in a great measure had contributed in the past to that characteristic health glow that marked the people of these lands from others, among whom our ruder forms of sports were unknown.

The memory of most of us will recall the time when cricket and handball were almost the only form of popular sport known to the people at large. The saying then was a trite one—that we had but one national game, which consisted in one man hitting a ball and a host of others running after it. Then football came into vogue, and in the camps of the association players, on the one hand, and the disciples of the Rugby method, on the other, the youth of the country ranged themselves. As cricket dwindled in popular interest, football usurped its place, until at its zenith, nearly twenty years ago the spectacle was to be witnessed almost weekly in every English manufacturing town of myriads of persons—mostly of the working classes—rushing pellmell to the football ground, there to stand for a couple or more hours as passive spectators of a few men's play.

Up to this period the lot of the average man who patronized the national game was largely that of an idle spectator. With but

few exceptions a young man when he married seldom remained an active member of the team or club he had once belonged to. Hence an unmistakable decadence had set in which, begot no doubt in physical listlessness, gradually began to affect the moral fibre of the race. The pleasures of the athlete gave place to those of the taproom—more euphemistically called the club—or the tainted atmosphere of the music hall, until with the struggle for existence becoming keener, on the one hand, and the gradual undoing of the physical and moral natures of many, on the other, the average man in humble life had largely ceased to realize that life was anything better than a few years of misery and hopelessness—and then dissolution forever. Such was "life" in the large centres of population in England well within twenty years ago. Then began the Sanitary

OUR

# CORRUGATED TREAD

DOUBLE TUBE TIRE

COSTS THE  
SAME AS THE

# SMOOTH TREAD

SOME RIDERS PREFER THEM

MORGAN & WRIGHT  
CHICAGO

NEW YORK BRANCH 214-2-6 WEST 47TH STREET.

Reform Crusade; the age of royal commissions set in, and the public authorities began to stir themselves, while the battle against physical dirt and darkness began to be waged extensively.

With the preaching of the doctrine of hygiene came the popularity of the cycle, which up to this had been almost as great a luxury as the motor machine is to-day. The pneumatic tire had largely solved the vibration problem, the lower gravity cycle of J. K. Starley reassured the timid, and the new age of the wheel set in. What the cycle has done toward rehabilitating the common life of the people will probably never be adequately realized; but that it has done its share in creating a new and "personal" pastime, as contrasted with the impersonal elements of such games as cricket and football, which can only be played by the few with the presence of the many to applaud them, no reflective mind can gainsay.

In the columns of a journal devoted to the cultus of the "wheel," it would savor of self-

laudation to dwell too personally on this topic. But it can be truthfully said, and sustained, that the votaries of the cycle have been made morally and physically better men, and that it provides a means of pleasure common to every one who will take it, and places within any man's reach the means of enjoying life in a manner which, without it, would be impossible for many. In this country we rightly pride ourselves on our inborn love of nature, and the Irishman, with his romantic and faithful nature, appreciates, as perhaps no other does, the pleasures of even the quiet walk on the countryside and alone with his own thoughts. In cycling, the spirit, too, of comradeship is well developed. One rider will make converts among his friends, others will join, and the history of many a successful club is thus briefly told. These clubs, unfortunately, are not numerous enough among ourselves; we have not got the gift of organization or steadiness of aim sufficiently developed; still the cyclist contingent in this country could certainly muster a crowd that would astonish our friends abroad.

Cycling makes for the improving of the individual man. It chases away that feeling of ennui and dissatisfaction that sometimes will afflict even the best tempered among us and is often the product of a disordered liver; its preventive is healthy exercise. Cycling contributes to the broadening of a rider's mental vision; like other forms of travel, it makes him realize the littleness of his own small hive and the paucity of his experiences. Cycling adds to a man's store of friends; it is essentially a social pleasure, and many a man will meet companions on a cycle tour who will influence his after life in no small degree. Finally, the cyclist with his physical nature purified should be a better man in his moral character also. Not that the pastime will supplant the terms of the Decalogue, but it will the better sustain their purpose. The worst vices of man are begotten in idleness, and that which diverts the vicious nature in the right direction is a safety valve against passion and a sensual tendency. That the nation at large realizes—perhaps unconsciously—the fibre building qualities that a wisely directed athleticism will provide, cycling affords many proofs; of the many popular pastimes the age has called into being, none is enjoying so increasing a popularity as it. Such is rightly so, for none other can promise such all round pleasures to mind and body as cycling, and if another Richardson shall write a new "Hygæia," or a More his "Utopia," they will have a precedent in the development and popularity of the simple bicycle to guide them in dealing with the pleasures that are to rule for the good estate of the peoples in that city or country they hold in vision.

### Corporation's Forty-six Bicycles.

The Public Service Corporation of New Jersey owns forty-six bicycles, and a repair shop is maintained by them to keep the machines in order. Employees use them in their labors for the company.



## PITY POOR ST. PAUL!

### Wheelmen Want Sidepath Commissioners Removed Because of 50 cents Increase.

St. Paul, Minn., cyclists are much dissatisfied with the present Sidepath Commission in that city, and have petitioned the County Commission to remove the sidepath officials. The wheelmen resent the fact that none of the commissioners are either cyclists or bicycle dealers. The petition has twelve signers, eight of whom are individuals or firms directly engaged in the sale of bicycles. The signers are Grant Spicer, Thomas L. Bird, F. E. Hipkins, A. C. Statzner, C. J. Smith & Co., A. A. Moe, C. S. Newton, W. A. Kreft, the William R. Burkhard Company, George Wagner, Alfred Mortenson and T. C. Borg.

The petition asks, in the name of the citizens and bicyclists of Ramsey County, that the present Board of Sidepath Commissioners be removed. The following are formally presented as charges against the commissioners in support of the petition:

"They have hampered the sale of licensed tags in the past by practically monopolizing the sale of such tags for the benefit of the county treasurer.

"That they have so misapplied the funds derived from the sales of license tags that the results have been entirely unsatisfactory to a large majority of the bicyclists of said county.

"That they have, without consulting the interests of cyclists generally, arbitrarily increased the price of license beyond the reach of many wheelmen, and have thereby destroyed a large source of revenue.

"That they have persistently ignored every request of the Associated Wheelmen of the county, an organization representing nearly all the dealers and riders in the county.

"That the actions of the said Sidepath Commission has not in the past, nor does at present, meet with the approval of but a small minority of the wheelmen of Ramsey County, and that said commission does not fairly represent the interests of a majority of the bicyclists of Ramsey County."

P. J. Metzendorf, county treasurer, speaking of the present method of licensing bicycles and selling tags, said:

"There has been a great deal of criticism because of the increase of the price of the tags, and our office has come in for a share of it. Among other things it has been stated that the county treasurer received \$485, or some such amount last year as commissions on tags sold. That is altogether false, as I receive no commission for selling those tags. The law requires that they shall be furnished at our office, and the business is a nuisance, for it occupies much of the time of one extra clerk for that work alone in the season.

"I'd be tickled to death if I could get rid of the job."

### Stolen Horses vs. Stolen Bicycles.

What becomes of stolen bicycles and how much advantage a "fence" who deals in such contraband goods has over a man who deals in stolen horses, were interesting revelations brought out recently in an English court, where, by a curious coincidence, a man who dealt in stolen bicycles and one who dealt in stolen equines were tried on the same day.

There was no lack of moral evidence against the bicycle crook and every one was satisfied of his guilt, but the legal evidence necessary to convict was lacking because certain bicycles could not be positively identified. The horse crook, on the other hand, was readily convicted because the stolen horses he bought and sold were positively identified, although the "fence" had tried to disguise them by altering their markings and giving them new spots with paint.

The trouble was that the dealer in stolen horses was in hard luck because horses have no removable parts like bicycles, and after seeing the bicycle "fence" escape, while he was sent to prison, it is likely that the crooked horse dealer will take the lesson to heart and be a bicycle instead of a horse "fence" when he gets out of jail.

It was shown that the bicycle man conducted a large and prosperous business in secondhand wheels. It was also shown to a moral certainty that his supplies were received from bicycle thieves who knew him and brought their spoils to him regularly. The "fence" filed the numbers, re-enameled the frames, changed the handlebars, saddles and other parts, and altogether so altered the wheels that their owners could not swear to their identity, and therefore he went free.

It is a good thing for riders to have some private mark on their cycles that cannot be removed.

### Tigers' Race Draws Well.

Among the riders entered for the Tiger Wheelmen road race on May 1, from Bedford Rest to Valley Stream (Long Island) and return, are the following: Charles Mock, Oscar Goerke, W. B. Ferguson, O. E. Schwab, Joseph Kopsky, H. S. R. Smith, George C. Cameron, jr., Fred Gebhard, P. J. O'Grady, Paul Bichette and H. Van Den Dries. Two high grade bicycles head the list of place prizes, and two gold hunting case Waltham watches are among the time prizes.

### At Vailsburg Tomorrow.

Vailsburg has three events scheduled for the professionals to-morrow. One is the annual spring champion race, a half-mile open, in which the spectators have an opportunity to size up the material available for the Grand Circuit. The other races are a two-mile handicap and a one-mile affair, open only to those riders who have not won a prize so far at the Vailsburg track this year. The amateurs will have a quarter-mile open and a five-mile handicap, while the novices will be required to ride half a mile instead

## DETROIT'S TURNOUT

### More Than 500 Cyclists in Line, Many Old Timers Amongst Them.

The Century Wheelmen, of Detroit, surprised the natives of that city last Sunday by holding a parade run with more than five hundred riders in line. The alacrity with which riders responded to the call demonstrated that the reaction is truly at hand and that cycling is enjoying a substantial and permanent popularity.

The parade was from Grand Circus Park to the bicycle pavilion at Belle Isle, and there were fully three dozen women riders among the half a thousand who turned out. The Detroit Wheelmen sent a large contingent, many of the "Old Guard" of former days being on hand, some of whose beards and hair were tinged with gray. All the cycling and athletic clubs and organizations were represented.

It was about 3 o'clock when the word was given to advance, and then the long column of wheels slowly moved north on Woodward avenue from Adams street up to Garfield. Here another party joined the parade, which turned and came again down Woodward to Jefferson, and then east to the Belle Isle Bridge, crossing to the new pavilion. After a short rest there, a spin was taken around the boulevards and the homeward ride was begun. At the pavilion it was announced that next Sunday a similar parade would be held.

Many of the wheels were decorated with ribbons and bunting and a number equipped with automobile horns gave notice of the approach of the contingent. The party also boasted of a real live clown in the person of Alfred Wing, one of the old timers.

The following are some of those of the "Old Guard" present who saw service while the safety was yet in its infancy: Henry Purington, J. Brady, W. E. Metzger, J. P. Schneider, John B. Trossel, George Lane, Hugo Hafenveldt, D. C. Carr, Joseph Retter, Frank Riggs, Frank Chidsey, Louis Schneider, president of the Detroit Wheelmen; W. P. Bryden, John Schultz, Carl Foremalz, Fred Joseph, the Shaw brothers, Will Speaker, C. R. Carlisle, John Fry, John Straut, W. H. Bonahan, Mr. Lesniewski, A. J. Meyer and Harry Weil.

### "Breaking in" the New Saddle.

Breaking in a new saddle is, with some people, somewhat akin to breaking in a pair of new shoes. If it can possibly be avoided the first ride on a new saddle should never be a long one. Such a ride produces saddle soreness at the beginning of the season even on an old saddle. After a few rides of moderate length the saddle becomes "set" to the rider's form, the stiff leather becomes more pliable, and a greater degree of comfort is experienced that is possible at first. Above all, see that the new saddle does not become wet, either through perspiration or rain, as this will cause it to stretch all out of shape.



## FAULTS OF INEXPERIENCE

### Why All Riders Should Help Those Discouraged Because of Wrong Adjustments.

There is no doubt that quite a few persons try cycling and conclude that they do not like it because it involves more work and fatigue than pleasure solely because they have not the proper position on the cycle, the proper saddle, gear, pedals, etc. Dealers are much to blame for allowing persons to go out on the road under these circumstances, but experienced riders also are much to blame because they ride alongside of friends who are suffering instead of enjoying themselves and do not correct the maladjustment of the cycles of these friends. In the general interest of the sport riders who know about these things and understand how important they are should not let any rider who is all awry over a cycle go on without being shown, or at least told, how to set himself aright.

A writer in an English paper makes the following interesting remarks on the same subject: "It is important for a rider to see that his machine fits him in every particular, because if it does not he will find himself in eternal conflict. He will be constantly pushing himself backward on to a misplaced saddle, his feet will always be seeking a better grip on pedals that are not the right size, he will be plunging at cranks too short for him, or cautiously feeling his way round with a pair which are too long, he will be constantly changing his grip on a handlebar which is uncomfortable, and he will be totally unhappy over his gear. Every one of these matters will undermine his physical energies, and he will reach home each evening a fatigued man, to whom cycling has brought not a tithe of pleasure, or even a suggestion of that exhilaration which is at the bottom of the enthusiasm for cycling which the lover of the pastime always feels.

"Let the man who has tried cycling and has come to the conclusion that there is nothing in it take himself roughly by the shoulders and look himself up and down and then treat his machine in the same way. Then let him closely observe what other riders do and how they sit, and particularly how they pedal, and I shall be surprised if he does not find at least half-a-dozen points for criticism in himself and his methods. Having located the roots of the trouble and extracted them and done away with them, there will be no reason why he should not in a very little while confess that cycling is the finest fun on earth. I have known a rider who had been badly taught, and who had not for a long time had the advantage of riding in decent company where he could learn something. He could never travel far, and certainly could never travel fast. He got to know a member of a well known road club, and, as he was a gentlemanly little fellow, he was introduced to other members of the club and went out with them a few

times, finally joining the club. His new friends soon began to criticise his position and his style, and to point out his errors and to help him rectify them. To-day he is one of the speediest of the bunch, and comes and tells me of rides that make my mouth water with envy."

### How the Leaven Works.

"When is the Metropole Cycling Club's coasting contest coming off this year?" asked George C. Wheeler, the well known and energetic chairman of the Associated Cycling Clubs of New York's Street and Roads Committee. "I have two young brothers who are fairly lying in wait for it. They competed in last year's contest, and each won a prize. As a result they both bought new bicycles and have talked so much about the event that when it occurs this season there will be not less than twenty-five or thirty youngsters in it from our neighborhood alone. They are all worked up over it."

It is because it shows the enthusing and stimulating effect of such contests that Mr. Wheeler's remark is quoted.

### Cycle Thief Landed in Jail.

Nicholas Wooday, alias J. W. Brown, who is now serving a term in jail at Washington, D. C., for the theft of one bicycle and a typewriter, has been doing a wholesale business as a cycle thief. It was his practice to steal the bicycles in Washington and ship them to other cities to be disposed of. Seven machines which he is accused of stealing have been recovered, and the police have not finished their investigations. The machines were found as follows: Two in New York City, two in Langley, Va., and one each in Paterson, N. J., Passaic, N. J., and Anacostia, D. C.

### Ruled Off of Wichita Sidewalks.

Cyclists of Wichita, Kan., must hereafter keep off the sidewalks in that city, or run the risk of arrest and fine. At a recent meeting of the City Council the city attorney was instructed that the ordinance which allowed cyclists to ride on sidewalks when the streets were muddy had been repealed. He was instructed to proceed against any rider who was caught riding on the sidewalks, no matter what condition the streets were in.

### When the Motor Loses Power.

Should there be a loss of power in the engine the following points should be examined for the cause: leakage at either exhaust or inlet valves, sparking plug or piston rings, weak accumulators, dirty sparking plug, imperfect contact at the contact breaker caused by a weak spring in the contact arm, or by carbonized oil on the fibre disk and contact pieces or burning of the platins on the trembler of the induction coil.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. \*\*\*

## THE GREATEST GOOD FOR THE GREATEST NUMBER

Many of our most successful agents have, through observation and careful investigation, become convinced that the growth of cycling was considerably retarded by the introduction of the wooden and iron based saddles which were in wide use for some time. Their contention is that such saddles, while well adapted to track racing, were not suited for comfortable road riding, and that their adoption, through the fashions set by the racing men and scorchers, unwittingly dissatisfied new riders as well as old.

Strong evidence of the correctness of this theory is found in the fact that a wise rider



with a Persons Saddle holds to it from season to season, no matter what other changes he may make. The majority of the Long Distance riders, Centurians and others of wide experience, clinging so faithfully and enthusiastically to the Persons type of saddle, while for the saddles with iron or wooden bases we hear no special commendation, convinces us of the genuine merit of the Persons and compels us to believe that if our agents will recommend them and see that the riders get them, better conditions will result for all of us.

Persons saddles are the most expensive in the market and their equipment in place of the other lines will cost us a substantial sum during the season, but we believe it



will be money well spent for you and ourselves if the new riders are properly educated in the superiority and advantages of saddles in which the body is supported by LEATHER and SPRINGS, rather than pads and plates. They will think more of their mounts and CREATE NEW BUSINESS. The manufacturer and the agent must each work for those features that MAKE A BICYCLE MORE RIDABLE; sales are then made EASIER and FASTER. It is on this basis that we advise you to push PERSONS SADDLES in your trade.

Yours for business,



The.....Cycle & Mfg. Co.  
The.....Bicycle Mfg. Co.  
The.....Sewing Machine Co.

*The above is an exact reprint from a circular to agents being sent out by three of the most far-sighted and progressive bicycle makers in the world.*

**PERSONS MFG. COMPANY,**  
CHAS. A. PERSONS, President.  
Worcester, Mass.



# THE MOTORCYCLE MAGAZINE

is offering

## \$25.00

for

# The five best photographs of motorcycling scenes.

*Particulars and specimen  
copy of the magazine  
on request.*

154 Nassau Street,  
NEW YORK.

### The Week's Patent.

757,154. Support for Bicycle Handle Bars.  
Robert H. Tate, Portland, Ore. Filed Au-  
gust 5, 1903. Serial No. 168,305. (No model.)

Claim—1. In a bicycle or like machine, a handle bar post, a clamp mounted to revolve around the post, adapted to take a position at either side of the post or in front thereof, a spring bar having a free end adapted to engage and lock the clamp when brought to any one of the aforesaid positions, a rotatable cam carried by the post and provided with an eccentric opening for engaging and releasing said spring bar from engagement with the clamp, and a helical spring for normally holding said cam out of engagement with the spring bar, and for returning said cam to its normal position after it has been used to disengage said locking bar.

"The bicycle has perhaps slain its hundreds; it has certainly saved its tens of thousands. At any rate, the bicycle is a much better thing for the nerves than the automobile; and I hope to see it come into vogue again, and I feel sure that it will do so."—Charles L. Dana, A. M., M. D., Professor of Nervous Diseases, Cornell University.

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25c.

### "GEM"



50c.

### "LEADER"



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### "CROWN"



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### "STAR"



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We make oilers for almost the entire trade. The quality of our oilers is unequalled.

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## Cushion Frame

### MODEL.

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OF BICYCLE CONSTRUCTION AND THE MOST

## Luxurious Bicycle Made

ALL DEALERS.

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to

## "CATCH THE EYE"

is undeniable. The advertisements in which they are employed are always doubly effective. The moral is plain: Use pictures.

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were designed especially for the use of bicycle dealers.



Cut No. 2.



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Electrotypes—This size, each, . . . 35 cents.  
Two inches in height, . . . 25 cents.

Order by Numbers.

THE GOODMAN CO.,  
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## Thor Yielding and Compensating Sprocket

An Improvement equal to the Grip Control

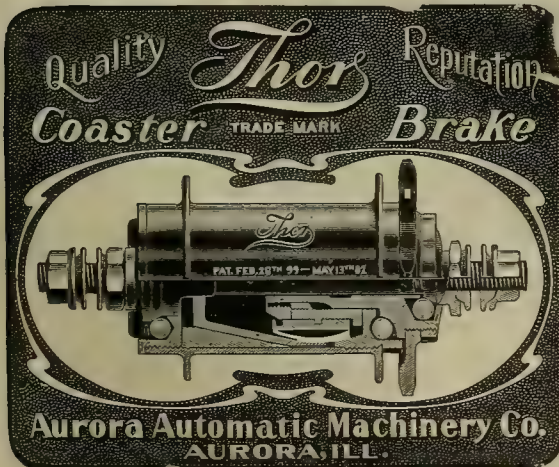
## Thor Motor and Component Parts

are unequalled.

## Thor Coaster-Brake Hub

In demand by all the Trade

**DEALERS**—Handle a line with an established reputation, and thereby secure and retain desirable customers



### Want Wheelmen to Parade.

The officers of the Winnipeg, Manitoba, Exhibition, have expressed themselves in favor of asking the wheelmen of that city to participate in a special parade during or at the opening of the exhibition. There are between ten and twelve thousand cyclists in Winnipeg, and the officials are sure enough of them would turn out to insure the success of the plan. The president of the exhibition, J. T. Gordon, who is a member of the Canadian Parliament, is a strong advocate of the project, and thinks it would be an aid to the regular attractions of the exhibition. If the parade is held it will be in the evening, and the wheels will be decorated and illuminated.

### Typewriters for the Small Dealer.

Both as a side line and for their own use, cycle dealers, particularly in the smaller places, should find the Odell typewriter an article deserving of their attention and consideration. The price, \$7.50, brings it within the reach of all, and it is not only small and compact, but the makers produce testimony from its users that is not to be denied. M. F. Bowers & Co., of New York, who control its sale in the East, were formerly identified with the cycle trade, and because of the fact are seeking to interest cycle dealers, their proposition being of an interesting sort.

### On Boston's First Holiday.

There is no doubt about cycling being in a healthy condition in and about Boston. On Patriots' Day, last Tuesday, the roads and boulevards of the city and suburbs were thronged with cycles, and there were several points noted that indicated a healthy condition.

These were found in the facts that there was a goodly proportion of women among the riders, a promising number of new, high grade wheels, and that a majority of the riders were in full cycling costume, instead of ordinary walking dress.

### McFarland's Backer Wins Small Fortune.

According to the New Zealand Wheel and Motor News McFarland's chief backer took £3,000 out of the betting ring at the Kalgoorlie, Australia, meeting on the occasion of the Westral Wheel Race. About thirty "bookies" paid £10 each for the privilege of betting at this meeting.



\$7.50, express prepaid.

A FINE SIDE LINE FOR BICYCLE DEALERS.

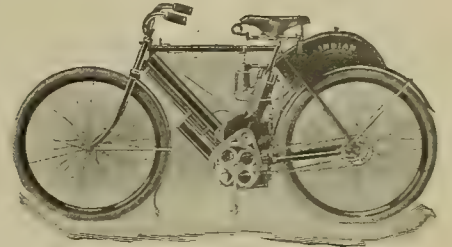
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you  
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# More for Your Money

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any other motor bicycle.



# ITS EQUIPMENT

is as good as the machine itself and the personal supervision and testing of Oscar Hedstrom assures the Indian's continuing what is generally admitted to be, the "best ever."

Our catalog and Dr. Gibson's booklet "One Year of Motor-cycling" shows how great its supremacy really is. They may be had for the asking.

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Springfield, Mass.

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**THE BRUNETTE COMPANY**

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# The Bicycling World

## AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, April 30, 1904

No. 5

### WIND THAT FAILED

#### Boom-Time Pump That did not Work Wonders and the Litigation That Ensued.

Proceedings that recall an incident of the burst boom and a nickel-in-the-slot contrivance that was to have become as numerous as lampposts, was begun in Newark, N. J., last week against the Clawson Machine Co., of that city, by the Manhattan Vending Co., of New York, for \$50,000 damages for loss of business.

It appears that the Vending Company contracted with the Clawson company for 500 automatic bicycle pumps in 1901, and established branch companies to take 100 machines each in Rochester and Buffalo. After using the pumps one season, 169 of them were sent back to the shop to be put in order for the next year, and soon afterward, it is alleged, the Vending company defaulted in the payment of \$1,600, of which \$1,000, Clawson claims, was for the balance of the original franchise and the rest for money loaned. After a note had been allowed to go to protest the Vending company clamored for the machines, and Mr. Clawson refused to permit the company to get further in his debt. At this time the bicycle boom had collapsed and nothing of a cycling nature promised a profit.

The plaintiffs declare that they were damaged heavily through the failure to have the use of the pumps in 1902, and assert also that the pumps were not as good as the sample.

#### Corson Joins the Tribe.

The veteran E. H. Corson, whose too early enthusiasm for the motor bicycle cost him a tidy sum, has joined the Indian tribe, and will represent the Hendee Mfg. Co. on the New England warpath. Despite his losses, Corson's enthusiasm burns as warmly as of yore.

#### Ready to Wind up Weston.

C. L. Stone, referee in bankruptcy of the I. A. Weston Company, Syracuse, N. Y., reports a balance on hand of \$6,724.13, "subject to the expenses of administration." Out of the sum the final dividend will be declared on May 22 next.

#### Buffalo Trade Completes Organization.

The Buffalo Cycle Trade Association completed its organization at a meeting held in the Iroquois Hotel on Tuesday evening last, when the following officers were elected for the ensuing year: President, Thomas Keenan; vice-president, J. A. Worthington; secretary, D. H. Lewis; treasurer, E. C. Bull; executive committee, John Henry, A. J. Nabinger, J. A. Cramer, P. W. Eiguer and Charles Haberer.

Thirty-one members were enrolled and committees appointed on membership, prizes for the road race, etc. It was decided to conduct a mammoth club run on Sunday, May 8, in which the wheelmen and wheelwomen will be invited to participate. Souvenirs will be given to every one that takes part. The members were very enthusiastic over the prospect of a successful road race on Decoration Day, which is in charge of the executive committee.

#### Pope Managers Shifted About.

H. H. Rice, for the last seven years the able manager of the Pope Mfg. Co.'s Providence branch, has been promoted to the office of manager of the Pope Waverley factory at Indianapolis, Ind., and will assume the duties at once. The merited elevation of Mr. Rice carries with it a shift of Pope managers, W. J. Foss, of Washington, D. C., assuming the management of the Providence branch, and C. R. Hough, of the Waverley department at Indianapolis, taking Mr. Foss's place at Washington.

#### Kirk and Snell Reduce Capital.

Reductions of capital stock have been certified to by the Kirk Mfg. Co. and the Snell Cycle Fittings Co., of Toledo, O. The reduction is from \$100,000 to \$50,000, in the case of the Kirk company, and from \$150,000 to \$15,000, in the case of the Snell company. It will be recalled that the Consolidated Mfg. Co. was organized some months ago to take over these companies.

#### Page on European Prosperity.

De Witt Page, sales manager of the New Departure Mfg. Co., returned last week from a two months' trip in Europe, where, he says, he found the cycle trade in a most prosperous condition. Cycling appeared to be very much in favor, and with no signs of decreasing interest.

### WORLD'S CYCLE EXPORTS

#### Germany Again Heads the List—United States Alone Lost Foreign Trade.

With the receipt of the figures of Germany and France, it is possible to give the value of the cycles and parts sent abroad in 1903 by the four great cycle manufacturing countries of the world, the other two being, of course, Great Britain and the United States. The accompanying table, therefore, to all intents and purposes, covers the world's export business for the year ending December 31 last, and a comparison with the preceding year. The total falls just short of \$12,000,000, a net increase of \$1,261,527, as follows:

|                    | 1903.        | 1902         |
|--------------------|--------------|--------------|
| Germany .....      | \$4,678,750  | \$3,601,250  |
| Great Britain..... | 4,249,195    | 3,585,615    |
| United States..... | 2,099,092    | 2,581,255    |
| France .....       | 795,000      | 792,400      |
| Total .....        | \$11,822,037 | \$10,560,510 |

It will be seen that the United States is the only country which shows a loss, the values dropping nearly \$500,000. Germany heads the list, as she did in 1902, and has materially increased her lead. Where Great Britain was last year only some \$16,00 behind Germany, she is now more than \$420,000 to the bad. France, on the other hand, remains practically stationary.

The German figures, which are just at hand, are given as far as the totals are concerned in the foregoing table. The detail figures are interesting. With the exception of Sweden, which bought only 71 tons in 1903, as against 87 tons in 1902 and 142 tons in 1901, all countries show increases. Holland is Germany's best customer, having taken last year 640 tons, as contrasted with 444 tons in 1902. Denmark comes next with 508 tons, followed by Austria and Hungary with 338 tons, Great Britain with 311 tons, Switzerland with 275 tons, Italy with 262 tons, Belgium with 230 tons, Russia with 218 tons, France with 179 tons, Australia with 76 tons, and Japan 15 tons. All these markets show increases as compared with 1902, the notable ones being Italy from 82 to 262 tons, Australia from 38 to 76 tons, and Japan from 2 to 15 tons.



# THE BICYCLING WORLD

## MARCH'S GAIN, \$16,000

### Exports Take a Turn for the Better—War Increases Japan's Orders.

March proved to be one of that growing number of months which show an increase of exports over the corresponding month of the preceding year. The gain, while not a large one, is quite respectable, the figures being \$228,139 for the last month, as against \$212,155 for March, 1903.

The month was one of heavy gains and losses. Of those in the former category two countries stand out strongly—Japan and the United Kingdom. War seems merely to have increased the Japanese appetite for cycles and parts, for the large receipts of March, 1903, viz, \$30,877, have been increased to \$61,171. The United Kingdom is a good second, her purchases having jumped from \$15,810 to \$27,562. The Netherlands, Belgium and British Australasia also make substantial gains, showing increases of, in round numbers, \$7,000, \$5,500 and \$5,000, respectively. Italy, other Europe and Cuba made gains ranging between \$600 and \$1,000.

Turning to the loss column, British North America and Germany shine balefully, they losing \$16,000 and \$13,000, respectively. British Africa is the next offender, she falling behind March, 1903, by some \$6,000 worth of goods. France dropped \$3,500 and Mexico \$3,000, while British North America, Other South America, the Chinese Empire, the Philippine Islands and Other Asia all show small losses.

The exports in detail for the month and nine months, respectively, are as follows for the corresponding periods:

|                                      | March—           |                  | Nine Months Ending March— |                  |                  |
|--------------------------------------|------------------|------------------|---------------------------|------------------|------------------|
|                                      | Values.<br>1903. | Values.<br>1904. | Values.<br>1902.          | Values.<br>1903. | Values.<br>1904. |
| United Kingdom.....                  | \$15,810         | \$27,562         | \$300,152                 | \$178,510        | \$186,963        |
| Belgium .....                        | 3,006            | 8,676            | 30,560                    | 24,472           | 36,851           |
| France .....                         | 17,061           | 13,545           | 155,621                   | 103,730          | 51,010           |
| Germany .....                        | 16,671           | 3,726            | 230,508                   | 68,680           | 69,146           |
| Italy .....                          | 5,023            | 5,816            | 46,283                    | 32,239           | 42,029           |
| Netherlands .....                    | 19,255           | 26,037           | 120,639                   | 53,322           | 98,280           |
| Other Europe.....                    | 30,164           | 31,265           | 235,459                   | 135,642          | 134,393          |
| British North America.....           | 27,130           | 10,634           | 98,476                    | 108,848          | 75,224           |
| Gen. Am. States and British Honduras | 214              | 596              | 3,830                     | 2,177            | 2,371            |
| Mexico .....                         | 7,503            | 4,382            | 15,594                    | 30,630           | 31,748           |
| Cuba .....                           | 844              | 1,459            | 12,928                    | 6,461            | 12,719           |
| Other West Indies and Bermuda....    | 3,854            | 3,910            | 36,333                    | 28,286           | 23,991           |
| Argentina .....                      | 439              | 350              | 7,865                     | 9,662            | 10,083           |
| Brazil .....                         | 547              | 1,648            | 4,087                     | 5,211            | 9,968            |
| Colombia .....                       | 97               | 410              | 916                       | 703              | 1,253            |
| Venezuela .....                      | 12               | 111              | 533                       | 185              | 591              |
| Other South America.....             | 2,550            | 1,073            | 18,723                    | 14,764           | 12,832           |
| Chinese Empire.....                  | 1,996            | 467              | 48,244                    | 12,300           | 11,386           |
| British East Indies.....             | 2,236            | 1,697            | 36,345                    | 31,475           | 18,678           |
| Hongkong .....                       | .....            | 170              | 3,554                     | 2,503            | 8,073            |
| Japan .....                          | 30,877           | 61,171           | 121,361                   | 317,540          | 315,233          |
| British Australasia.....             | 13,390           | 18,499           | 150,995                   | 171,709          | 246,905          |
| Philippine Islands .....             | 1,594            | 454              | 15,026                    | 10,855           | 19,625           |
| Other Asia and Oceania.....          | 4,147            | 3,053            | 21,299                    | 23,184           | 16,651           |
| British Africa.....                  | 7,026            | 1,228            | 79,503                    | 84,823           | 10,735           |
| All other Africa.....                | 709              | 200              | 2,523                     | 7,492            | 6,101            |
| Other countries.....                 | .....            | .....            | 117                       | .....            | .....            |
| Total .....                          | \$212,155        | \$228,139        | \$1,797,474               | \$1,465,503      | \$1,452,839      |

## Worcester Ghost Still Stalks.

C. T. Clafin, et al, New York petitioners in the long-pending litigation against the defunct Worcester Cycle Manufacturing Company, received a setback last week. Judge Brown, of the United States Circuit Court, at Boston, denied the petition of Clafin et al. in the suit of the Central Trust Company of New York vs. the Worcester Cycle Manufacturing Company, which asked the court to designate some one on whom service might be made within the commonwealth of Massachusetts against F. S. Smith. At the hearing it was stated that the object of the petition was to enable the petitioners to bring personal suits, and to compel Smith to subject himself to the courts of Massachusetts for a determination of the question of the extent to which his transactions in Massachusetts have made him personally liable.

## Lectured Before School Children.

Fred C. Gilbert, of the Pope Manufacturing Company's staff, lectured before the faculty and pupils of the Arsenal Public School, Hartford, on Monday last, telling the "young idea" all about "Bicycling and the Bicycles of To-day," and, incidentally, obtaining a half column or so report in the Hartford papers. Gilbert did not deal with confusing dates or mechanical terms, but traced in simple language the evolution of the bicycle and tires from the day of the "dandy horse" to the chainless and motor-cycle of the present. It is the idea of thus interesting the youngsters of to-day, who have grown up, or partly grown up since the boom, that is worthy of most remark. Lectures of the sort in other cities doubtless would prove as feasible and as interesting.

The treading-on-air gait of W. J. Surre, the assistant secretary of the Corbin Screw Corporation, which some of his friends had remarked, was explained on Tuesday of last week. He was married on that day.

## AUTOMOBILES VS. BICYCLES

### The Suggestion of the Former Gives Rise to Some Wholesome Advice.

In the organization of the Buffalo Cycle Trade Association there was felt the inspiration and influence of Charles A. Persons, the Worcester saddle man, who is lending himself so generously to the awakening effort. Persons not only "set 'em up" at his expense, but when it was proposed to include an automobile in the list of prizes for the Decoration Day road race he set himself down and wrote such good and homely advice to one of his friends in the association that it is worth republishing. He wrote:

"Only let me now advise you to explode the idea of an automobile as a prize. Motor-phobia is a disease that has put more than one man in rags, and will wreck many another before that business properly adjusts itself. It seems to be history that every new industry promising great and immediate returns attracts to itself swarms of legitimate investors as well as get-rich-quick, speculators and men whose measures of success in other fields have not been satisfactory to themselves.

"Such was the case when the bicycle was making its most healthy strides; its possibilities and fascinations suddenly appealed irresistibly to the idle dollar, as well as to the plumber, the tinsmith and the steam pipe fitter. The influx swamped the craft, and only the strong swimmers survived. Some of those swimmers are righting the craft, and others are ready to climb in after it has been bailed and dried out.

"It is sad to view the number of bicycle dealers who, after weathering the vicissitudes and feeling the convalescence of the bicycle business, ignore the lessons they learned and rush madly at this new 'propose-sition.'

"In nearly every city in the country is found the type; a man who, two or three seasons ago, saw 'millions in it.' He scraped together money enough to buy a sample car, widened his doors and bought a barrel of gasoline. Here and there he made a few sales; he has made no money. To-day his assets consist of out-of-date and second-hand samples, on which the maker probably has a mortgage. That is the rule; there are exceptions, of course.

"Certainly it is better to be a successful bicycle merchant than a failure as an automobile dealer. Again, it is better to make a dime a minute than a dollar an hour; and it is true, too, theories notwithstanding, that you can walk further in a day on foot than you can on stilts.

"Sidetrack the automobile prize idea; far better put your money in a gold plated bicycle. Good idea, anyhow! Why don't you have a gold plated bicycle for first prize? Make them talk bicycles instead of automobiles, and you are on the right track; then it is only a case of follow up."



## BUSY SESSION OF F. A. M.

### Endurance Test and Annual Meet Outlined and 110 Pound Limit Advocated.

At the meeting of its executive committee in New York on Wednesday last, the Federation of American Motorcyclists took a big stride, or rather several big strides, forward. The session was a busy one, lasting until midnight. It was unusually prolific of results. Substantially this was what was accomplished:

The management of the annual endurance test was taken over and the general plan of it outlined. It will be of a week's duration, July 2 to 9, and comprise a series of one-day runs, starting from New York.

The invitation of Cambridge, Md., to hold the annual meet at that point was practically accepted.

The projected two days' tournament at the St. Louis Exposition, in August, was authorized.

The National Cycling Association was requested to annul the existing table of motorcycle records, and also, after January 1 next, to bar from open competition any motor bicycle weighing more than 110 pounds.

Three "awards of honor" were instituted, for, respectively, the most notable performance; the most notable invention or mechanical development, and the most notable service rendered the motorcycle interests.

The resignation of B. B. Bird, of St. Paul, vice-president for the Western District, was accepted, and the vice-presidency of the Pacific District was declared vacated.

The matters of a badge, a handbook of motorcycle hints and an official organ were all discussed and action taken toward the ends desired.

There were present at the meeting R. G. Betts, president; George H. Perry, vice-president for the Eastern District; E. L. Ferguson, secretary, and G. B. Gibson, treasurer.

The management of the endurance test was tendered by the New York Motorcycle Club, which conducted the event last year, the idea being to lend to it national interest and importance. The plan outlined, as has been stated, provides for a series of one day runs radiating from New York in different directions, New York to Philadelphia and return—about 190 miles—being the most strenuous day's work that is planned. As there is practically no doubt that the F. A. M. annual meet will be held at Cambridge, Md., July 8 and 9, the route of the endurance test on the two preceding days will be from New York to Cambridge, probably via the New Jersey shore route, and thence across Delaware. To be eligible for the gold medal competitors must complete the whole week's performance, but silver medals will be awarded to all those who score a given number of points on the days preceding the run to Cambridge, and also to those who compete only in the New York-Cambridge ride. Will R. Pitman, as the resident member of the

national competition committee, will have direction of the test; a sub-committee will be appointed to assist him.

Cambridge, Md., where it is proposed to hold the annual meet, is a pretty little town of about seven thousand inhabitants, situated on the Chesapeake Bay about ninety miles from Baltimore. It is the centre of a network of magnificent shell roads, on which the straightaway records will be attacked, and has also a good half-mile track that will permit of an afternoon of sport. H. H. Wright, the leading spirit in extending the invitation to the F. A. M., promises an excursion, smoker and enough other entertainment to make the occasion memorable.

The executive committee's action respecting racing and records took the form of the following resolutions, which are largely self-explanatory:

Whereas, The table of American motorcycle records as it at present exists is unmeaning and misleading, being constituted of performances made on machines of abnormal power and construction, and such as are unfit for practical usage; and

Whereas, In order to conform with the regulations in effect in foreign countries, and for the desirable influence it will exert on motorcycle design and construction;

Resolved, That the National Cycling Association be and is hereby respectfully requested to annul the motor bicycle records as they now appear on its books, and to henceforth entertain and accept no record made on a motor bicycle exceeding 110 pounds in weight.

Resolved, further, That the National Cycling Association be and is hereby requested to enact and promulgate a rule or resolution that on and after January 1 next no motor bicycle exceeding 110 pounds in weight be admitted to open competition.

The suggestion of the 110-pound limit is based on the regulations that are in effect in both France and Great Britain, and is the limit set by the Motorcycle Club de France for the big international cup race that occurs in June. No record made on machines of greater weight is recognized, and the American record table, which is almost monopolized by Albert Champion's figures, created on a big four-cylinder "monster," has no standing abroad. If the requests are acceded to it is maintained that the effect will make for encouragement and development of the practical motor bicycle roadster and for the suppression of "freaks."

The "awards of honor" which it is hoped to perpetuate are also of a nature to encourage and develop motorcycling effort and ingenuity. The medal for the most notable performance will not necessarily be awarded for a speed performance; records of mileage, economy, touring, etc., will also be considered. The medal for the most notable service rendered the cause of motorcycling may or may not be awarded to a motorcyclist; it may, for instance, be bestowed on a legislator or other friend in need who may render service of a signal nature.

Mr. Bird resigned the vice-presidency of the Western District because of lack of time to devote to the position, and the vice-presidency of the Pacific District was declared vacant because the man elected to the office had failed to pay his dues and to respond to repeated communications addressed to him. The vacancies have not yet been filled.

## BRIDGE PATHS IN DANGER

### "Moving Sidewalk" Again Threatens Them—New York Cyclists Must be on Guard.

There is work ahead for the cycling clubs of Greater New York, for again it is being proposed to appropriate the bicycle path on the new Williamsburg Bridge and turn it over to a corporation for rapid transit purposes.

As yet the proposition has been made only by the corporation that wants the cycle path room for the construction of a moving platform, but this concern has now formally submitted its plans to the Rapid Transit Commission, and these explicitly require the use of the cycle path, and cyclists who would not see this great boon, for which they worked so hard, taken from them should be up and doing at once. The newly formed group of clubs in Brooklyn—the United Cycle Clubs of Greater New York—have not shown themselves to be workers in the cause as yet, and here is their chance. They and the Associated Cycling Clubs of New York should co-operate in a strenuous opposition to this plan. The first thing to be done is for all to act concertedly and demand a hearing before the Rapid Transit Commission.

The company that wants to appropriate the cycle path is that of Schmidt & Gallatin, and on Thursday of this week their counsel sent to the Rapid Transit Commission the following:

"Quite recently the engineers of the Bridge Department and our clients have made a joint inspection of the Williamsburg Bridge, with a view of deciding upon the place which should be occupied by the continuous train on the bridge and approaches. Following the results of said inspection, we now request you to lay out the following route, to wit:

"Beginning with a loop in an upper story of the terminal to be erected by the city at the eastern end of the bridge plaza (at or near Havemeyer street) in Brooklyn, the continuous train to run above the surface cars to a point where the two southern bridge trolley tracks leave the bridge approach; thence following above said trolley tracks to panel point No. 43 of the Brooklyn approach, thence on the bicycle path to panel point No. 27 of the Brooklyn approach, thence on the level of the southerly bicycle and foot path to panel point No. 26 of the New York approach, thence following the level of the bicycle path to a point immediately above the westerly line of the bicycle path, on a sufficient incline to pass under Clinton street at the required subway depth, thence passing under the New York plaza to the said bridge in a subway (and continuing thereafter in a subway)," etc.

G. N. Rogers, the ex-Schenectady dealer and warm motorcycle enthusiast, has engaged with F. A. Powers, the Reading Standard agent in Buffalo, N. Y. The position will afford a vent for Rogers's great earnestness.





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# THE BICYCLING WORLD

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

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Address us at P. O. Box 649.

NEW YORK, APRIL 30, 1904.

## Free Wheel vs. Coaster Brake.

Some things are inexplicable. In England the Easter holidays were accompanied by an appalling number of bicycle accidents. Investigation led inquirers to the conclusion that the accidents were due chiefly to the ignorance and carelessness of riders, but one investigator manages to land near the truth by jumping to the conclusion that the number of accidents has increased with the almost universal use of the free wheel.

All this makes one marvel at the resistance made to the introduction of the coaster brake in the United Kingdom. The free wheel without a pedal acting brake is dangerous, and in Great Britain this type of cycle now has vogue. The free wheel cycle is ordinarily fitted with a brake acting upon the front tire or rim. This combination deprives a rider of the ability of making a quick dismount when turning suddenly onto a dangerous decline. With a free wheel one has not the back pedalling resistance for

a dismount that he has with a fixed wheel and also with a coaster brake. Back pedalling is the most natural and efficient method of checking speed. Riders resort to it instinctively. With a free wheel riders give up the power to back pedal, but with the coaster brake they multiply their back pedalling power a hundredfold.

The coaster brake is slowly gaining ground in Great Britain, but evidently there is still room for a great deal of missionary work, and the dangerous character of the free wheel, compared with the increased safety afforded by the coaster brake, indicates the line of argument and demonstration along which sales are to be made.

## About Touring.

Something in the nature of a discursive essay on cycle touring is needed to be sent out as a circular letter by individuals and clubs who seek to get up tours but find it difficult to find company. There is room for considerable missionary work in this direction because the chief cause of lack of enthusiasm for cycle touring is sheer ignorance of its delights.

Riders who shrink from a touring proposition do so without really knowing what pleasures they are foregoing. They never have had the matter properly presented to them. The average rider is apt to think of a cycle tour as a succession of long tiresome runs day after day, something in the nature of a continuous century performance. Widely heralded feats of scorchers, mileage fiends and city to city record breakers are responsible for this.

The idea of an entrancingly delightful Bohemian ramble, a week or two, or three in duration, a sort of transfigured vagabondage, in which one is without obligation to be anywhere at any particular time, yet is able to make rapid flights from place to place if desired; is clothed well enough to insure a good reception anywhere, yet is unburdened by a baggage kit of any considerable size and unbothered by frequent changes; is able to make as quick a toilet as a gypsy, yet is always clean; is able to travel fast or slow, loiter where the fancy pleases, and yet always have a homelike ease and content; this is the touring idea that has not been presented to riders in its proper form. If it had been there would be more touring.

Travelling across mountain brooks, lakes and rivers to the seashore in summer time, plenty of healthy bathing in always at hand, even if the rural hotels are lacking in mod-

ern improvements. With frequent bathing a good grey woollen suit that does not show dirt, an extra negligee shirt of thin grey wool with a collar that permits a necktie, one change of underclothing and of stockings and a few handkerchiefs is all one needs to keep clean, comfortable and make a respectable appearance as a cyclist for an indefinite time. Yet this means a kit of only three small pieces besides stockings and handkerchiefs—that is, one suit of underclothing and one extra negligee shirt. These will make a very small roll in a gassamer cloth. There will be plenty of stops of length enough to permit of laundry work being done, or, if one prefers, one may travel absolutely empty handed and buy what is needed and express dirty clothing home. For a trip of a week or two this is quite simple.

To any one with even a touch of adventurous spirit or Bohemian tastes the prospect of such a tour awheel through unfamiliar and picturesque country is enough to make the blood fairly tingle with anticipation.

We want to emphasize the fact therefore that those promoting tours should arrange them as pleasure tours and get out some sort of letter that will disabuse the minds of the ignorant and set forth the true character and delights of a properly arranged tour.

## The Seven-Year Cycles.

There are people who are great believers in the cycle theory. That the world travels in cycles, that one has but to wait long enough to have any movement, fad, fashion or what not come around again, is stoutly asserted by them, and they adduce proofs without end to support their contention.

One of these cycle theorists held forth to us recently on his favorite topic, which he linked, curiously enough, with that other cycle with which we are more familiar—to wit, the two-wheeled cycle. The latter, he said, was due for another season of great popularity. The stars in their courses portended a sudden and general awakening of interest in the wheel, and 1904 was to mark the beginning of a period of renewed prosperity, signs of which were already apparent. We agreed with him, said that we had noticed an awakening of interest, and thought that there would be "something doing" in this year of grace; but why, we asked, was he so cocksure of the matter as to name the precise date?

Then forth came the cycle theory. The



seven years of slump and depression, of disfavor and disuse, of the worshipping of other gods by that very important section of humanity yept "the general public," were at or about at an end. The seven lean years were to be succeeded by seven others of a vastly different kind; years of prosperity and fat living for the trade, of activity and interest for the public. Once more the roads would swarm with stalwart riders in "knickers" and woollen hose, with fair ones in abbreviated skirts and Tam o' Shanter hats; once more the streets would be turned into riding schools, the parks and boulevards be thronged with laughing, happy, healthy riders, the gloom of night illuminated by myriads of twinkling gas and acetylene lights. Bicycle stores and shops and roadside houses would spring up as if by magic, the newspapers and magazines would again teem with bicycle news and notes—and advertisements—"talking points" would once more hold the center of the stage, and clerk and office boy, manager and proprietor of solid business houses meet and swap stories about cycles and cycling.

Eagerly we gave our assent to this graphic picture of departed glories revived, but timidly we asked again why all this was to come to pass now; sooner or later it would come, but why now?

Again came the raven-like cry of "seven years." Pressed for particulars the theorist went on in some such fashion as this: Seven years of disaster we have had, following seven years of joy and fizz and boom. With 1890 began the rise of the safety tide; steadily it surged in, each year recording a new watermark. Factories arose in multitudes, like mushrooms in a night, and were unable to cope with the demand. The world went mad over bicycles, and could not get enough of them. Suddenly, without warning as it seemed then, with an amplitude of the plainest kind of signs as is now known, came the turn of the tide. With it we are too well acquainted to need to dwell. Now it, too, has run its course, and a better day is at hand. Profiting by experience, a saner view of the cycle, its uses, its merits and demerits, will be taken and the excesses of the past avoided.

Pressed for further evidence in support of the seven year cycle, the theorist tried his hand at digging farther into the past. As 1890 marked the beginning of the safety period, so 1883, seven years earlier, saw the high bicycle brought to a state of approximate perfection, and subsequent wider use and greater popularity. Seven years earlier

than that—in 1876—the high wheel arose from the ashes of the boneshaker, which, in turn had 1869—another seven year period—for its genesis.

"So you see," he concluded triumphantly, "it moves in seven year cycles, and 1904 is the year which will mark the renaissance of cycling."

#### Lengths of Cranks.

We hear little nowadays about crank lengths, yet there are few more interesting subjects to riders who are keen on studying causes and results of good riding form.

On present day machines a large majority are equipped with 7-inch cranks. Indeed, that may almost be termed the standard length. It has come to be regarded as the one best suited to the average rider and the average machine, and this belief is undoubtedly a correct one. Yet for this very reason the matter should receive more attention than it does.

Taking only gears in common use, say, those ranging from 70 to 90, it is obvious that the same rider would not be suited with, say, a 7-inch crank on a machine on which the gear had been changed from 70 to 90, or vice versa. If it gave good results with one it would be either too long or too short with the other. To drive a 90 gear machine takes more strength or more leverage—the latter is only another way of putting it—than to drive a 70 gear. The best proof of this is the way gears and crank lengths have kept pace with each other during the last fifteen years. With the high wheel, ranging between 48 inches and 56 inches, cranks were between 5-inch and 6-inch; with the safeties the cranks have lengthened to 7-inch and the gears have risen to 70, 90 and even 100. The introduction of the pneumatic tire and the improvement that has taken place in machines account in large part for the greater proportionate increase in gears.

While far from holding, with many English cyclists, that the crank length should be exactly proportionate to the gear, as, for example, a 7-inch crank with a 70 gear, an 8-inch crank with an 80 gear, etc., we do believe that some proportionate variation should take place as one or the other is increased or decreased; also that crank lengths, no less than gears, should vary with the rider's difference in physique. The six-footer or over is not on the same plane as the little fellow of five feet four or five inches, and he is able to push a higher gear than the latter, and needs to have a longer crank to wind it up.

#### Appreciation of Cyclepaths.

Editor The Bicycling World:

Your editorial "Small Potatoes" in the issue of April 16 dealing with the action of St. Paul cyclists in crying out because of an increase of 50 cents for cyclepath tags is timely and should cause some people to stop and think. It is too bad that the trade and cyclists in some localities where cyclepath systems have been developed should complain when taxed a small sum to assure maintenance. Surely these people do not appreciate the value of the paths.

Without a road a bicycle is useless. The better the road or path the more valuable is the bicycle. A cyclepath is the ideal highway or byway to ride on—smooth, clean, dustless, free from horses and wagons; it is faster and easier to propel the bicycle on them than on the best roads. Let those who complain of taxation imagine themselves riding on the average good road with its rough places and loose stones, teams and automobiles passing at high speed and throwing dust all over one.

There is no more reason why one should not pay for a good path than for a good wheel. One is as necessary to genuine usefulness and pleasure as the other, and to the motorcyclist the value of a path is still greater. Where you have cyclepath systems urge their maintenance and extension. Cyclepaths do as much, if not more, than anything else to maintain cycling interest.

GEORGE LANG, JR., St. Louis, Mo.

#### To Prevent Marring of Enamel.

Editor The Bicycling World:

I read an article in your paper some time ago in which the writer gave as the reason why he thought so many riders had discarded their tool bags, "that it was because the tool bag straps rubbed the enamel off the frames." Now, I will tell you how I prevent that: I put a wrap or two of tire tape around the tubing under the straps and when removed the enamel is as good as new. The same plan will prevent frame guards or handlebars buffers from rubbing; it also prevents them from being moved by every meddlesome and inquisitive "kid" that comes along when a machine is standing.

CHAS CUNNINGHAM, Youngstown, Pa.

#### Worcester's Little Chuckle.

Editor The Bicycling World:

Kindly note that we are "it" in Massachusetts; the Springfield and Boston dealers are "dead"—comparatively. Our 25-mile handicap on May 28 has a list of 65 prizes to date, and we shall have entries in proportion. Isn't it a pity that Providence, Boston, Hartford, New Haven and Bridgeport are asleep? Yours,  
WORCESTER BICYCLE DEALERS COMMITTEE ON PUBLICITY. Per L. W.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. \*\*\*



## VAILSBURG'S HASH

**The Components: Accidents, Bad Judging, Hisses, Protests, a "Ringer," Kramer's Crafty Riding.**

Some very bad judging, one broken collarbone and one of the most flagrant and barefaced cases of "ringing" seen for some time were the features of last Sunday's races at the Vailsburg track, which were witnessed by six thousand spectators. The judge who said that William R. Lee had defeated Henry E. Chappey, in the five-mile amateur handicap, seemed to be about the only person in-

summer. Kopsky was second in the final, and said, with apparent truth, that he had never won a prize at Manhattan Beach. This assertion, upon investigation, appeared to be entirely true. But Kopsky must have a very bad memory when he signed an entry blank declaring he was a novice; the public prints bear witness that he won a one-mile novice race on September 5, 1903, at the Parkway Trotting Track at Parkville, Long Island, at a meet run for the benefit of an alleged sick babies' fund. It is quite likely he will have a vacation, by invitation, from both track and road for at least the balance of the year in which to improve the memory that played him so false.

"sleigh ride." Bedell went around Root on the last turn, and led into the stretch by a length and a half. Hadfield and Dorlon were close at Bedell's heels, and Hadfield gained on him until he was less than a foot from victory when the pair crossed the tape. Root had speed enough left after his hard quarter to almost defeat Dorlon for third, the first four finishing abreast, with Root less than a length behind Bedell. Kramer and Fenn and the Bedell brothers had been the other teams in the race, which had twenty-four starters. Kramer rode only for half a mile, after which he sat up and dismounted. Left to his own devices, Fenn lacked the generalship or the speed to keep

THE FIVE-MILE AMATEUR HANDICAP.

START OF NOVICE FINAL.



FINISH OF HALF-MILE NOVICE.

KRAMER WINNING THE SPRING CHAMPION STAKES.

side the gates who had that opinion, and when the decision was announced it was met by an unusually violent storm of dissenting voices and hisses. Charles Franks, of the Yale Bicycle Club of Newark, was the unfortunate whose collarbone was broken, his mishap occurring in the final heat of the quarter-mile open amateur event.

The "ringer" was Joseph Kopsky, of New York City, a member of the Century Road Club of America and one of the best known of the road riders in the East. Kopsky rode in the first heat of the half-mile novice, and finished first. While the final of the race was being run one of the trainers approached Referee Batchelder and asserted that Kopsky had won a prize at Manhattan Beach last

Charles Hadfield, never famed as belonging to the "suffer in silence" class of racing men, really had excellent cause for complaint in the two-mile professional handicap, the last event on the card. He had combined forces with Root for the race, and the latter was leading at the bell, with Hadfield on his rear wheel. Menus Bedell was riding up the bank at the time, and just in front of the judges' stand he swung down onto Hadfield. The latter was forced to drop back in order to save himself from falling, and in consequence the Lynbrook clam digger received the full benefit of Root's team work instead of Hadfield. Hadfield exhorted the interloper in the strongest terms of his vocabulary, but Bedell refused to give up his

in front, and finished among the also rans. John Bedell was not much use to his brother after the field had bunched. The younger Bedell made up for his brother's defection by appropriating Root's assistance without asking leave or making any previous arrangement with the Bostonian, who tried to beat him to the tape when he looked up and saw who he had been pacing for the last quarter. When the riders dismounted after the race Hadfield walked up the track, asking for the referee. He made a vehement plea for justice, but his protest was not heeded. So many of the departing spectators were at Hadfield's side when he made his protest to the referee that part of the board track surface in front of the grandstand gave



way under the unusual weight, and a few men were wedged in the hole. The crowd was finally driven off the track after Hadfield had taken himself and his ire to the training quarters. Orders were at once given for additional supports for the track at the place where it had been broken.

According to all the traditions of cycle racing, Chappey should have won the five-mile amateur handicap which the judges gave to Lee. The Little Falls amateur had been mixed up in the same spill in which Franks was disabled and his bicycle had been rendered unfit for use. He had gone to Frank Kramer in his distress, and the champion had loaned him the machine upon which he had won the championship last year in order that Chappey might be able to ride in the five-mile handicap. There were forty-one starters, and the field bunched at two and one-half miles. Billington had been put on scratch with Schlee and Hartigan, of the National A. C., of Brooklyn. The "Pride of Vailsburg" did his share of the pacing work needed to catch the long markers, but could not stay with the others after the field had bunched. He had dropped back a quarter of a lap when his predicament was discovered by Zanes, a fellow club mate, who had tired and was riding along slowly at the top of the bank. Zanes dropped down to the pole, and did the best he could to pull Billington up on even terms with the leaders again, but Billington was finally forced to sit up. Chappey led down the stretch, and had at least half a length lead over Lee when they crossed the tape, but the judges said Lee had won. Paul Bichette, of the Pellet team, who has shown constant improvement this year, was a close third.

Kramer proved both his speed and generalship in the final heat of the Spring Champion Stakes, an annual tryout at half a mile for Grand Circuit candidates. Three trial heats were run, the winners to start in the final and the three second men to have an extra heat, with the winner to be fourth man in the final. Fenn, Root and Kramer won their heats, Menus Bedell, John Bedell and George C. Schreiber being the second man. Menus Bedell had no trouble winning the extra heat. Kramer and Fenn teamed in the final, Root and Bedell each "going it alone." Kramer led at the bell, with Fenn, Bedell and Root following in the order named. Root rode to the front on the first turn, and Kramer and Fenn passed him on the backstretch. Bedell became ambitious on the last turn and tried to go around Kramer, but it was no use. After looking back to see if Fenn was safely anchored on his rear wheel, Kramer sprinted for the tape, and led Fenn over the line by half a wheel. Root made a desperate effort to get through on the pole, but finished fifteen inches behind Fenn, Bedell being about two feet back of him on the outside.

In the "non-winners" professional event, at one-mile, Hadfield and Root were the only pair to announce team work. Glasson won the first lap prize and Hadfield the other

two. Root had been trailing Hadfield, when the latter led at the bell, and the Bostonian went to the front at the eighth pole. He won rather easily by a wheel from John Bedell, Krebs being a bad third.

Ten riders started in the final heat of the quarter-mile open amateur. Hartigan went to the front at the first turn, Billington being two lengths behind him on the backstretch. When the mixup came at the eighth pole, Hartigan was out in front and was not bothered. Billington was not thrown, but managed to get his right foot onto the track and slide along until he stopped. In addition to Franks's injuries, Elias Sindle, of Dundee Lake, N. J., was severely cut and bruised, though not seriously injured. Hartigan won by four lengths from Rupprecht, who passed Zanes within five feet of the tape.

There were 162 actual starters in the six events, 25 in the novice, 17 in the half-mile professional open, 36 in the quarter-mile amateur, 19 in the "non-winners" event, 41 in the amateur handicap, and 24 in the professional handicap. Summaries:

Half-mile novice—Won by A. Schwenke, New York; J. Kopsky, New York, second; John Forsyth, New York, third; time, 1:16 1-5.

Quarter-mile open, amateur—Won by John Hartigan, National A. C., Brooklyn; Edward Rupprecht, Bay View W., Newark, second; Joseph Witty, Yale B. C., Newark, third; Charles Schlee, National Turnverein, Newark, fourth; time, 0:32 2-5.

Five-mile handicap, amateur—Won by William R. Lee, New York (50 yards); H. E. Chappey, Bay View W., Little Falls, N. J. (150 yards), second; Paul Bichette, Pellet team, New York (250 yards), third; Oscar Wohlfarth, National Turnverein (200 yards), fourth; time, 11:53 1-5. Lap prize winner, David Mackay, Newark.

Half-mile open—Won by Frank L. Kramer; W. S. Fenn, second; E. F. Root, third; Menus Bedell, fourth; time, 1:26 2-5.

One-mile (scratch) for non-winners—Won by E. F. Root; John Bedell, second; Floyd Krebs, third; time 2:08 1-5. Lap prize winners, Hadfield, 2, and Glasson, 1.

Two-mile handicap—Won by Menus Bedell (30 yards); Charles Hadfield (120 yards), second; Oliver Dorlon (120 yards), third; E. F. Root (30 yards), fourth; time, 4:12. Lap prize winners, Benfer, 2; Newkirk, 2; Kastendieck, 1; Root, 1, and Fogler, 1.

"Me ant Scharlie" no longer tell the referee at Vailsburg that they have teamed for the finals in which both ride. Last Sunday Hadfield teamed with Root, and Krebs did the best he could by himself. The "Flying Dutchman" managed to finish third in the "non-winners" race, but did not qualify for the open race nor win even a lap prize in the handicap. The combination might have prospered but for the very much elevated opinion Krebs had of his own ability and the small faith he had in Hadfield's speed and generalship. Hadfield and his

new team mate, Root, did very well for the first day they worked together. Root won the "non-winners" race, was third in the open and fourth in the handicap. Hadfield would undoubtedly have won the handicap but for Bedell's foul riding, he being second in spite of what he had to contend with.

George L. Kreamer, of Chicago, was one of the nineteen riders in the mile race which was provided last Sunday at Vailsburg for those who had failed to win a first prize there this year. He has not had much chance to train, and failed to win anything, but hopes to do better later on. He is a member of the Walthour-Kreamer-Dolly Varden combination which has been going the rounds of the vaudeville theatres with a cyclist against a running horse act, Dolly Varden being the equine member of the combination. Kreamer rode Dolly Varden to defeat twice a day for many months, but as the act has made the rounds, he has now turned to his old trade of racing. He was a fair performer in road and track races in and around Chicago in the late 90's, but has not appeared in competition for several years.

Tom Butler, clad in a resplendent lemon colored silk shirt and black tights, as the regulations enforce, was a starter in the contests at the Vailsburg track last Sunday. He has not had enough training to enable him to figure in the last finishing sprints, but is slowly regaining his oldtime speed. In spite of his lack of condition, he was seventh in the one-mile "non-winners" race.

#### Arm Broken in Armory Races.

Major General H. C. Corbin was one of the spectators who saw Theodore White break his right arm in the two-mile handicap in the games of the 12th Regiment of New York City last Monday night. The games were held in the regiment's armory at Sixty-second street and Columbus avenue, and White's mishap occurred in the two-mile handicap for members of the regiment. White, who is a member of Company G, slipped when rounding one of the turns and was thrown against the boxes. He was unconscious, but recovered after being carried off the floor. F. W. Sulzer, of Company D, won the race from the 70-yard mark in 5:15; Frank Wen, of the 12th Regiment A. A., won the open handicap from the 130-yard mark in 5:08. Summaries:

Two-mile handicap (12th Regiment riders only)—Won by F. W. Sulzer, Company D (80 yards); J. E. Biegler, Company C (80 yards), second; H. Dorsey, Company D (80 yards), third. Time, 5:15.

Two-mile handicap—Won by Frank Wen, 12th Regiment A. A. (130 yards); Charles Weber, 1st Regiment A. A. (60 yards), second; Everett Ott, National A. C., Brooklyn, (80 yards), third. Time, 5:08.



## FIXTURES.

May 1—Tiger Wheelmen 15-mile open road race, Valley Stream (L. I.) course.

May 1—"Revival Run" to Chestnut Hill Reservoir, Boston.

May 1—Tiger Wheelmen road race, Valley Stream (Long Island) course.

May 1—Revival run at Indianapolis, Ind.

May 2—Atlanta, Ga., opening races on Stadium track.

May 7—Malden, Mass., 10-mile handicap road race.

May 8—C. R. C. A. spring country run; race home from Massapequa (Long Island), 28 miles.

May 28—Memphis, Tenn., 10-mile road race.

May 28—Worcester, Mass., 25-mile road race.

May 30—Irvington-Millburn 25-mile handicap road race.

May 30—Grand Rapids, Mich., road race.

May 30—Denver, Col., 25-mile road race.

May 30—Dorchester, Mass., road race.

May 30—Chicago-Evanston road race.

May 30—Red Bank, N. J., Storck road race.

May 30—Baltimore, Md., American Wheelmen 6½-mile road race.

May 30—Salt Lake City road race.

May 30—Indianapolis, Ind., road race.

May 30—Detroit, Mich., 25-mile Belle Isle road race.

May 30—Terre Haute, Ind., 11½-mile road race; also coasting contest.

May 30—Colorado Springs, Col., 5-mile road race and track events.

June 18—C. R. C. A. 50-mile road championship of United States and Canada.

July 10—C. R. C. A. 50-mile open road race, Long Island.

August 1-6—St. Louis Exposition meet.

September 3—London, Eng., World's championships.

September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.

September 8-10—London, Eng., World's championships.

### C. R. C. A. Decides Championships

At Valley Stream, L. I., last Sunday the Eastern and Long Island districts of the Century Road Club Association held the one and two mile championship races for each district these being the first races of a series of four whereby the champion of each district will be evolved by the point system, five points to the winner, three to the second man, two to the third man and one to the fourth. After the championships of the different districts have been decided, there will be a ten mile race to decide the championship of the association as a whole. There are yet to be a five and a ten mile race in the district championship series, the dates for which have not been fixed. The results of last Sunday's races follow:

Summaries Eastern District:

One-mile—Won by H. B. Appleton; H. S. R. Smith, second; C. Nerent, third; B. F. Schwartz, fourth. Time, 2:33 2-5.

Two-miles—Won by H. B. Appleton; H. S. R. Smith, second; C. B. Burch, third; C. Neret, fourth. Time, 5:08.

Long Island District:

Two-miles—Won by G. Dueter, Joseph Eifler, second; C. Zink, third; W. Halbeck, fourth. Time, 2:27 4-5.

Two-miles—Won by D. Dueter, Joseph Eifler, second; C. Zink, third; W. Holbrick, fourth. Time, 5:04.

### New Jersey Centurions Face the Camera.



While there are several divisions of the Century Road Club of America which are larger than the New Jersey division, it is doubtful if any has been more active and more thriving thus far this year. The division is now 75 members strong, 45 having been taken in since the first of the year.

The accompanying photograph was taken on April 10, when the division had its opening run of the season.

In the photograph Captain and State Centurian Harry Early is standing in the center; at his left hand is President P. A. Dyer, of the national body; the national secretary, C. Nylander, and former President E. J. Porter; at the right hand of Captain Early are H. Veit, the New York State centurian, C. L. Shoenart, of New York, and the crack motorcycle rider, W. Dugan. In the foreground holding their wheels are W. Davis on the left, and John McComb on the right. Directly at the rear of Captain Early and President Dyer are P. Sherry and George Holmes. The last five riders are the star

road pluggers of New Jersey division.

Harry Early, the captain and State centurian of the New Jersey Division, C. R. C. of A., is one of the riders who has not lost any of his enthusiasm, although he has been riding for nearly ten years. Since he joined the C. R. C. of A. he has covered more than 70,000 miles, including 245 centuries. In 1901 he won both the State and national mileage medals, having ridden in that year 14,038 miles.

Early says:

"Of course my figures have been exceeded by those of other riders in previous years; still I am glad to say I feel as much interested in the sport as ever I did, and not only hope to continue in the game, but to induce many others to do more active riding.

"In our division we have no very fast riders, but we have a few who can hold their own, as was shown in the road races held last year. I won nine place prizes, J. McComb and William Davis winning second prize in the 50 and 100 mile races, respectively, held by the C. R. C. of A."

### Fenn Signs with Pierce.

W. S. Fenn is off the fence. Visible proof of this was to be seen last Sunday by any curious person who invaded the summer theatre now used as training quarters by the cyclists who race at Vailsburg, where a freshly painted trunk bore the name of Fenn and the Pierce bicycle. Fenn has been riding a Pierce for the last two Sundays at Vailsburg, and on Saturday last signed a contract with the George N. Pierce Co. to ride a "tried and true" bicycle and team with Champion Kramer for the season of 1904. With the erstwhile "Boy Wonder" as a team mate from the very start of the year's racing, Kramer has a splendid opportunity to apply a fourth coat of plating to his honors as champion—something which has

never been done in this country, Kramer sharing with Bald the honor of having won the championship for three years.

### Watts Wins Atlanta Road Race.

To Atlanta, Ga., belongs the honor of running the first road race of the season of 1904, a ten mile contest having been decided in that city last Tuesday. It was won by J. J. Watts, with Peter Ceffalu second. The time prize was won by Milton Elliott (scratch), in 28:45, Richard Quinn (scratch) taking second time honors in 29:05. There were twenty starters, Wellborn, Hightower, Sears and Christenberry riding from scratch in addition to the time prize winner. Thousands of spectators watched the race.



## FROM THE FOUR WINDS

Bruni, the French pace follower, rode nearly fifty-four miles in an hour race at Paris recently. His pacing machine was fitted with small wind shields.

H. E. Woolery, a Fairmount, Minn., machinist, has turned out a motor bicycle for his own use, and will build a number of similar machines to order. The motor develops  $2\frac{1}{2}$  horsepower.

The organization of the Buffalo (N. Y.) Motorcycle Club will be completed on May 5, when officers will be chosen. The club held its first run on Sunday last, under the leadership of James C. Knapp, captain pro tem.

Walter Rutt, the German sprinter, who will race on the Grand Circuit this year, won the local Grande Prix at Nantes, France, on Sunday, April 17. The distance was 1,200 metres, and Rutt defeated Mayer, Jacquelin and Schilling easily in 2:14 2-5.

Jacquelin's first race after his suspension ended was on April 14, at the Velodrome d'Hiver, the indoor Paris track, and he won the open race by three yards without any trouble. More than six thousand spectators turned out in honor of his reinstatement.

According to advices received from Europe, Walter Rutt and Henry Mayer, the German sprinters, whose names were given out as members of the Rambler team of the Pope Mfg. Co., have accepted the offers made to them and will sail for this country early in May.

The thirteenth anniversary of the Narragansett Wheelmen, of Providence, R. I., falls on Saturday, May 7, but the club will hold its celebration on the following Monday. On that evening there will be a banquet and an entertainment at the clubhouse, when the anniversary will be fittingly celebrated.

The Indian Motorcycle Club, Springfield, Mass., will complete its organization and elect officers to-morrow. There are twenty-six charter members on the roll. On Sunday last twelve of them inaugurated the season by a jaunt to Meriden, Conn., and return, a matter of one hundred and odd miles.

President George L. Cooke of the League of American Wheelmen has appointed Wednesday, June 29, as League Day, when all of the State divisions will be supposed to hold some kind of a celebration. The Rhode Island division will elect its officers that day, and will probably have an outing also.

Board track racing for Providence is over for this season at least. Last fall a horse show was held there, the track being taken down so as to allow more room, and now the seats and the best part of the lumber have been used for the new baseball park which Colonel Wendelschafer has built for the Providence Eastern League team.

At that old-time resort of cyclists, Tom West's, at Valley Stream, L. I., there was a great gathering of road riders last Sunday. It was like Sundays in years gone by. Tom West himself said it was the best Sunday crowd he had ever had there. This is a remarkable statement, but one which emphatically suggests that the talk of a reaction is well founded.

Wm. Gilmore, president of the Philadelphia Motorcycle Club, made a fast run on a Columbia from New York to Philadelphia last Saturday afternoon. He left St. George, Staten Island, at 1:30 and arrived at the Market street ferry, Camden, at 5:29, thus covering the distance of over ninety miles in less than four hours. Gilmore reports that the roads are in excellent condition.

On April 10 Walthour met Bruni in a motor paced match race at the Buffalo Velodrome, in Paris. The race was at twenty kilometres, best two out of three heats. Walthour won easily in straight heats. Bruni had trouble with his pace in each heat, but Walthour had a big lead over his opponent before his pacing machine gave out. On April 17 Walthour raced against Robl at Dresden, Germany, in a best two in three heats, motor paced match, and the American again won.

The St. Paul Motorcycle Club is promoting a hill climbing contest on the Third street and Dayton avenue hill, which will be run during the next few weeks, under the management of the committee on contest runs and tours. An attempt will be made to handicap the machines. The first prize will be a gold medal, and the second prize will be a silver medal. An endurance test is being arranged for some time during June. It will be 140 miles out and return, certain specified repairs being allowed without penalties.

There will be no cycle racing in Madison Square Garden, New York City, during the summer, the building having again been rented for concerts. Before J. C. Kennedy's death, he had been figuring on running races there, and also at Manhattan Beach, but it is possible that now even the "swept by ocean breezes" track will not be opened for racing this year. Charles River Park, at Boston, however, will probably be continued. J. T. Ingraham, who is manager of the track at Revere Beach, may also take the management of the Cambridge oval.

George Leander and Ben Munroe did not race last Monday night at the new Stadium track which John S. Prince has built at Piedmont Park, in Atlanta. The race has been postponed until next Monday, May 2. In announcing the postponement, Prince said:

"I could not expect any one to come out this kind of weather and watch a bicycle race, even though Walthour was one of the contestants, and I know that the Atlanta people would brace almost any weather to see the Atlanta champion ride."

Two Japanese, G. Fujushima and his son Yuawao, who are celebrated throughout the Flowery Kingdom for their wonderful feats awheel, are now in the United States. This pair are considered the best trick cyclists of Japan, which is saying a great deal.

The couple arrived at Victoria, B. C., last Monday and from there started to ride to San Francisco, where the son, who is only eleven years old, will be sent to school for four years. While the son is at study the father will tour the States on his wheel.

After a period of somnolence which lasted for five years, the Castle Point cyclers, of Hoboken, N. J., show signs of again taking some interest in the sport for which the organization is named. It is the oldest, largest and wealthiest club in the city, and at one time was numbered among the prominent clubs of the country. This year they propose to conduct runs twice a month on pleasant Sundays, and the first one is scheduled for to-morrow. Thirty members have decided to make the trip to New Milford and return, which is the route for the initial run.

Entry blanks are out for the sixteenth annual Irvington-Millburn road race. It will be promoted by the Bay View Wheelmen of Newark again this year and will be held on the same historic course in the forenoon of May 30, as usual. The entries close May 24 with William Cavanaugh, 380 South Sixth street, Newark, N. J. Something new has been introduced this year in the way of offering two gold medals and a gold watch for time prizes. There will be also a banner for the club having the largest number of entries and a silver cup for the club having the largest number to finish.

The annual spring century run and road race of the Century Road Club of America on Sunday, May 8, will be of special interest, from the fact that it will be the first official century run over the new Williamsburg Bridge. The first division will start promptly at 6 a. m. from the New York entrance to the bridge, Delancey and Clinton streets, and will be followed by other sections at intervals of fifteen minutes.

A feature of the run will be the race home to Bedford Rest from Massapequa, in which there will be prizes for the first ten men to cross the tape.

Jimmy Michael has resumed training again at Paris, but has not given a very good account of himself so far. He must have made a radical change in his habits since he was in New York, or he would not have been able to do what little racing he has done since leaving this country. On April 14 Michael competed against Bruni in a fifty-kilometre paced race at the Velodrome d'Hiver, the Paris indoor track, and the little Welshman was eight laps behind at the finish. Michael rode the following Sunday at the Parc des Princes track, in Paris, in an hour race in which four others started. The order at the finish was: Bruni, first; Brecy, second; Simar, third; Contenet, fourth, and Michael, fifth.



## DECLINE OF TOURING

### Sheer Ignorance one of the Main Causes— Some of the Other Reasons.

Our idea of a cycling tour is when a rider or a party of riders use their cycles to cover a certain itinerary and travel for a number of days, using the cycles as practically the sole means of locomotion, says the Irish Cyclist. More advanced forms are where the riders lay out extended tours, carry luggage with them, and also camping and cooking apparatus. In any of these modes, when one takes to the road, a new form of existence is entered upon; surroundings and habits are completely changed. Therein lie some of the charms which are peculiar to cycle touring, and which the ordinary potterer knows nothing of.

We have come to the belief that sheer ignorance is one of the main causes of the decline of cycle touring. Riders really do not know what they miss, and their enthusiasm has never been properly stirred up by emulation. Time was when a young man regarded the possession of a bicycle as one of the events of his life; and having got the machine he made it his friend and companion. An adventurous spirit possessed him; he saw other men ride far and wide over the road, and he, too, had the desire for this free and open life. In effect there was a glamor about this new locomotion which had suddenly come to give men a speed and a range of travel hitherto undreamed of.

But the very success of cycling, the ease with which machines could be propelled, the great saving of time which was effected—these and other causes quickly conspired to take away some of the attractions of cycle touring. The machine became vulgarized, therefore some people did not care to tour any longer. The mechanism became almost perfect, and so there were some people who felt that all the adventurousness went out of cycling. For business purposes the cycle also showed its convenience, and accordingly some persons well-nigh forgot that it could be used for pleasure purposes also.

And, in addition, there were the thoughtless people who had from time to time ridden beyond their powers, who by foolish vanity, bravado or mulishness had plugged on until they were thoroughly exhausted. Sometimes an illness was the result; but more often the nauseous memory was left of the effects of long distance cycling, and to these people a cycle tour is supposed to be made up of a succession of long runs one more tiresome than another.

It also happened that new tastes came into fashion, and that a curious lethargy was to be noted among many classes. For instance, in football tens of thousands of people go to watch a game nowadays while comparatively few play themselves. It is the same in cricket and many other pastimes. Specialization has made it appear undesir-

able to go in for a thing unless one is specially suited for it; and probably there are not a few cyclists who foolishly argue to themselves that because they cannot ride one hundred miles in a day or close on thirty miles in an hour, like some advertising record breaker, they should not venture forth on a succession of daily runs.

They also fear discomfort and delay, and the insensate passion for travelling rapidly over a large area, and of rushing at express speed from one famous place to another, makes them think that cycle touring is too slow and uncomfortable. But just as there are yet men of better intelligence who derive great pleasure from walking tours, so are there a certain number of cyclists who are still faithful to cycle touring. Who



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

knows but that their example may one day be more widely followed than at present, when wiser counsels prevail with the public. The bicycle gives every man and woman a grand power, and this if not abused can be made of much advantage to them.

### St. Louis's Black and Tan Trio.

St. Louis officials have run down an organized band of juvenile bicycle thieves—two negroes and a white boy—who have been working systematically and are responsible for the disappearance of many wheels.

When asked where they had sold the wheels, the boys told the truth, and when asked how much they got for them the boys said:

"Well, sometimes as high as \$4, but mostly we got \$1 and \$2."

Stolen second hand bicycles, in good condition, bought at such prices, could stand having freight paid on them from St. Louis to as far as Courtland street, New York, and yet permit of a profit after being fixed up and advertised as bargains.

## ALMOST LIKE AMERICA

### Experience of British Motorcyclist That Suggests Some of our State Laws.

The narrowness of the law applying to automobiles and motorcycles enacted at the last session of the British Parliament is well illustrated by the experience of a motorcyclist which is related by the English papers.

The rider had occasion to call at a shop for some gasoline, and while waiting asked the proprietor if he might try the latter's 3 horsepower machine that was standing near. He obtained permission, and ran around the neighborhood, when, on his return, a policeman stopped him to ask why the machine was not numbered. This the rider had quite overlooked, and, of course, explained the circumstances of his being in possession of the machine. He was then asked for his license, which was kept in the tool-bag of his own machine.

The upshot was he was summoned under two causes—"for unlawfully using a motorcycle without the number plate," and "for failing to produce his license when called upon." The first case was dismissed, but the second resulted in the imposition of a fine of £1 and costs. But this did not end the matter, for shortly after the hearing of the cases the rider received a letter from the magistrate's clerk asking him to send in his license to have the "conviction" endorsed upon it.

### German Globe Girdler Reappears.

After having been engulfed for a period of nearly four months, "Willie" Schweigerhausen, the globe girdling German cyclist, has emerged at Buffalo. He reached there on April 25, took a day to visit Niagara Falls, and was scheduled to leave for New York on Tuesday last.

Schweigerhausen left Detroit, Mich., on December 31, after a four days' stay. He had worked his way north from Texas, and it was feared at the time that he would have a slow and arduous journey along such a northerly route as that from Detroit to New York. The unusual severity of the winter has retarded him greatly.

Since reaching this country Schweigerhausen has supplied himself with an American machine, so that he has ridden successively a German, a French, an English and now an American make. After a short stay in this city he expects to sail for Germany, going direct to Leipsic, after an absence of more than four years.

Amateur track races at Roswell Park and a five-mile road race will be run at Colorado Springs, Col., on Decoration Day. The track events will be one-mile, half-mile and quarter-mile, and two two-mile races, one for Western Telegraph and Postal Telegraph messengers, and one for carriers employed on the two local papers. Riders in the road race and one-mile track race must own the bicycles they use.





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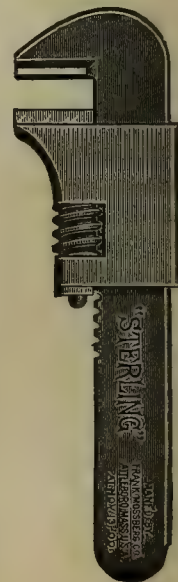


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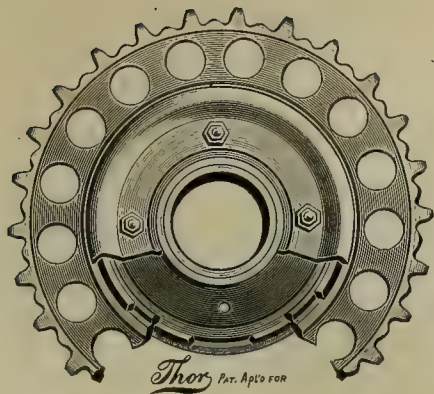
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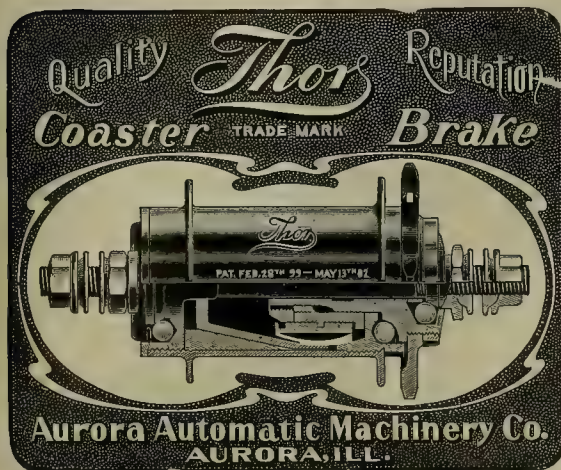
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DEALERS—Handle a line with an established reputation, and thereby secure and retain desirable customers



### The Week's Patents.

757,762. Drive chain. Everett F. Morse, Trumansburg, N. Y., assignor to Morse Chain Company, Trumansburg, N. Y. Filed Sept. 26, 1901. Serial No. 76,616. (No model.)

Claim—1. A drive chain having its links composed of a plurality of plates, the plates of each link being interspersed upon the pintles with the plates of the adjacent links, and pintles formed in separate parts, of which one part engages with the plates of one link only and bears upon the other part of the pintle.

757,892. Luggage carrier. Frederick Dales, Binghamton, N. Y. Filed April 9, 1903. Renewed January 13, 1904. Serial No. 188,927. (No model.)

Claim—1. A luggage carrier, bent from wire rod material, comprising a quadrangular bottom border frame, an upright back frame, comprising two members formed integral with the side members of the bottom frame, a U-shaped laterally projected contractible clasp formed of two lapped open hooks that are bent on the upper ends of the back frame members, and means engaging said clasp for securing it and the back frame in contact with a frame fork of a bicycle.

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# Cushion Frame

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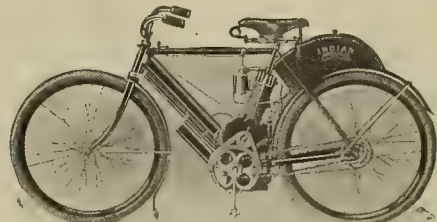
## Luxurious Bicycle Made

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You hear them everywhere. To sell their goods they

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The Indian is the only motor bicycle with a reputation—the only one that has consistently "made good"—that has publicly demonstrated its worth.

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# The Bicycling World

## AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, May 7, 1904.

No. 6

### PENNSYLVANIA PROSPERITY

#### Traveller Through State Finds Evidence of Revived Interest and Cites Instances.

According to R. H. Laporte, who has been travelling Pennsylvania for the Hartford Rubber Works, there is not only a distinctly better tone to the trade in that State than has existed for several years, but there is practical evidence of the better business that is being done.

"It seems that every one who has had a wheel stored away in the garret for seasons is getting it overhauled and retired ready for use, and others are buying new mounts," he says, and as evidence he cites these specific instances of the situation in the city of Scranton alone:

E. R. Parker, one of the oldtime dealers, has been unable to cope with the volume of repair work.

Conrad Bros. are having the best business by far they have had for three years, and are putting on an extra force.

John Rawlings is head over heels in work.

The Robinson & Adams Co., the large sporting goods and automobile dealers, have all they can attend to. Mr. Adams, who has charge of the cycle end of the company, says he is confident of a healthy increase in the business.

"There is no doubt that the automobile has helped the revival of the healthy interest," adds Mr. Laporte. "Those who cannot afford a motor car are resorting to their old friend the bicycle."

#### Persons Produces New Saddle Effect.

Strong evidence of the appetite of the live dealers for variety and change when along sensible lines, as well as business for manufacturers who keep out of the rut, is noted in a departure in saddle finishing that has made its appearance in New York.

Early in the season John S. Leng's Sons Co. placed a large order for a "greyhound finish" saddle with the Persons Mfg. Co., these to be a light mauve color and wanted to match the enamel of their regu-Greyhound Special bicycles. The leather finishers of the Persons company succeeded in producing the exact shade of the enamel in an eleven ounce leather and giving it a

satin finish. The saddles created something of a furor in the local trade, unsolicited orders for full cases reaching the Persons company from three of the largest New York jobbers, as well as one of the local builders, who adopted them as a special feature.

#### Exhibits at St. Louis Exposition.

While the Pope Mfg. Co. and the Miami Cycle & Mfg. Co. will both make considerable displays of bicycles and motorcycles at the St. Louis Exposition, only the exhibit of the Hendee Mfg. Co. was in place when the show opened on Saturday last. The Hendee people, of course, are staging Indian motorcycles and are doing it to splendid advantage. In all, seven Indians are shown, one each finished in red, white, black and yellow and two in blue; one of the latter is fitted with the tandem attachment. The seventh machine is enamelled in translucent blue and forms the center of what is styled "a picture no artist can paint." It is secured in a deep velvet box, 9 by 6 feet, with a massive gold frame, and is "set off" with red and gold drapery. It is so fastened in the frame that it apparently is swung in space, and really forms a pleasing and effective picture. It is expected that both the Pope and motorcycle exhibits will be completed next week.

#### Evidence of Interest in Detroit.

Business is reported booming in Detroit, Mich., and a considerable part of the selling is that of ladies' bicycles. Many of the drop frame machines are being sold to new riders, though many of the fair sex who gave up riding are being won back by the two speed gear and chainless models. W. E. Metzger is one of the fortunate dealers who is being benefitted by the increase in sales; in one week recently, there were more than one hundred chainless bicycles sold in his Woodward avenue store.

#### Good Idea From Grand Rapids.

The Richmond-Jarvis Co., Grand Rapids, Mich., have instituted an innovation that may well be copied by others who, like them, are engaged in the bicycle and sporting goods trade. It consists of setting aside a room, a club room as it were, and placing it at the disposal of clubs for meetings or as a starting place for runs, etc. All the current sporting publications are kept on file.

### GOODYEAR REORGANIZATION

#### Two Plans Presented to Creditors, viz., all Securities or Cash and Securities.

A plan of reorganization of the Goodyear Tire and Rubber Co., Akron, Ohio, has been submitted to their creditors, who are offered the option of taking in full for their claims stocks and bonds of the company or a certain percentage of cash and the remainder in securities. The present capital is \$500,000, in common stock, of which the plan calls for the surrender of \$150,000. There are to be issued \$500,000 of 6 per cent cumulative preferred shares, and \$300,000 of ten year 6 per cent bonds, secured by mortgage on the company's plant. Creditors may take for their claims (A) 40 per cent in bonds and 60 per cent in preferred shares or (B) 20 per cent in cash and 40 per cent in bonds. Creditors are invited to deposit their claims with the Cleveland Trust Co. before July 1, 1904, and the plan is to be declared operative whenever claims have been so deposited to a sufficient amount to seem to warrant the success of the reorganization. The company are to have the right to redeem bonds and preferred shares at any time.

#### Shattucks Acknowledge Bankruptcy.

On April 30 H. B. Shattuck & Son were adjudicated bankrupts in the United States District Court, Boston, Mass., a voluntary petition having been filed a few days previously. Notice is being sent to the creditors by Referre in Bankruptcy Warner that the first creditors' meeting will be held on May 14 at 9:30 a. m. in the Old Probate Court room, East Cambridge, Mass. At that time the creditors "may attend, prove their claims, appoint a trustee, examine the bankrupt and transact such other business as may properly come before the meeting."

The concern operated stores at Lowell and Boston, carrying hardware and bicycles at the former place. Its suspension occurred last fall.

#### Climax Incorporates.

Under Connecticut laws last week, the Climax Manufacturing Company, of Chatham, Conn., was incorporated with \$25,000 capital. Its stated object is the manufacture of bells, toys and bicycle saddles.



## MOTORCYCLES ABROAD

**Value of Competition and Weight Limit Vividly Shown and why England is Discomfited and France is in High Feather.**

Paris, April 26.—The motorcycle movement on this side of the water is just now passing through two distinct phases, for while in England—and possibly in America—the makers are complaining of a glut of the market and a difficulty of doing business, the motor bicycle is developing on the continent in a way that suggests its becoming one of the most active factors of transportation in the early future. This contrast is due solely to the fact that in the one case there has been an attempt to create an artificial interest in the gasoline bicycle, while in the other it has been allowed to grow normally and gradually, so that the machine has been built up to meet requirements upon a good foundation of practical experience.

The great difficulty with the motorcycle trade in England was that the bicycle manufacturers seized upon the new machine as their hope of salvation at a time when the bicycle trade had fallen into a condition of hopeless slump. Many scores of makers had been weeded out by the trade depression, and the business had been concentrated into the hands of leading firms who were well able to supply all that was wanted in the way of ordinary pedal propelled bicycles. Even they have found it impossible to run their plant full time, and, like the rest of the firms, they have been laying themselves out specially for the manufacture of motor bicycles. As there is now scarcely a bicycle maker in England who does not turn out motorcycles it is clear that the production of these machines has become enormous. In fact, this was pretty evident at the last shows in London, when the motor bicycles made almost as big a display as the automobiles, and finding that the space allotted to them was not large enough the motorcycle firms have decided in future to hold shows of their own.

The English makers have been tempted into embarking upon the motorcycle trade because they have found it very easy to build up machines with motors and accessories that are supplied cheaply and in any numbers from Belgium and France. In view of the comparatively low cost of the motors and accessories there is evidently a very large margin of profit in the price of the finished machine, and when cycle makers started upon the new business they looked forward to another period of prosperous trade and flourishing dividends. As the production increased it was evident that something had to be done to stimulate the demand for these machines, but unfortunately the public did not take to them so readily as makers had expected.

In the first place the manufacturers them-

selves had little experience to guide them in the turning out of motor bicycles. They laid down their own theories as to what a practical touring machine should be, and tried to sell motor bicycles that were far too heavy and expensive. Instead of making the motor an auxiliary to the pedal, they turned out bicycles fitted with engines of increasing powers, until now  $2\frac{1}{4}$  and  $3\frac{3}{4}$  horsepower have become the standard powers, while at the same time the British ideas of strength and solidity have resulted in the building of heavy frames into which are fitted big tanks and heavy and cumbrous paraphernalia of all kinds without which it is supposed that the British tourist would find it impossible to undertake a journey. Things have got to such a pass that the buyer is expected to pay \$200 to \$225 for a machine which is altogether unsuitable for his purpose, because it is much too heavy and inconvenient to be transported except by its own power, and is, moreover, likely to have unpleasant consequences in the event of an accident. In thus trying to create a demand by supplying types of motor bicycles that are found to be too expensive and unsuitable the British makers have found that they are defeating their own ends, and are, in fact, making the public rather chary about going in for motorcycling at all for fear that there is far too much risk in riding the heavy and powerful bicycles offered them. The situation at the moment is undoubtedly developing into a crisis, out of which the makers can only emerge by entirely reforming their business and supplying a light, convenient and popular machine which will suit the great mass of cyclists who are ready to go in for the new pastime as soon as they can get handy and reliable machines at a reasonable price.

On the Continent the motorcycle movement has been advancing on altogether different lines. The trade has the advantage of being in the hands of firms who are either manufacturers of automobiles or have made a specialty of motor bicycles, and it has also been saved from the effects of an unhealthy boom by the fact that it has to supply the requirements of a public who will have nothing unless it is light and handy, and will always have good value for their money. While, therefore, the British firms have been turning out motor bicycles in almost unlimited numbers, in the belief that they were supplying just what buyers wanted, the French have been engaged steadily in experimental work, and have been trying to find out exactly what the public need. In this way they have been changing and improving designs, and have been taking part in all the trials and competitions held from time to time, with the result that they are now beginning to turn out motor bicycles which are giving entire satisfaction. Most of the firms started by putting small motors on ordinary bicycles, and then as they acquired experience they constructed special frames, adopted what they considered the best systems of transmission, designed special engines and em-

ployed the most convenient controlling gear, and have, in a word, turned out types of light motor bicycles which are beginning to be extremely popular all over the country.

The value of this policy is seen in the enormous growth of the motorcycle business alike in France and Belgium. In the latter country there is probably more done in motorcycling than in any other part of the world, and, while the gasoline bicycle is to be met with quite as frequently as the pedal propelling machine, a still more considerable trade is being done with the export markets. The Belgians, indeed, have made a specialty of manufacturing complete motors for England, where nearly every bicycle turned out is fitted with a Belgian engine. So great is the popularity of the pastime on the Continent that it is stated from semi-official sources that twenty thousand machines were sold in France last year; but I should say that this figure is too high, though it is probable that it will be reached and even exceeded during the current year. In Italy, also, the motorcycle movement is gaining wonderful popularity, as was evident from the success of the recent race from Turin to Nice, which was, in fact, less of a race than a great national demonstration.

It will be seen that this great popularity, which promises to be one of the features of the present year, is due not so much to the fact that the public are beginning to appreciate the pleasures of motor touring, but that they see they are being provided with a suitable means of enjoying the new pastime. As the market is now being supplied with light, handy, reliable and comparatively cheap motor bicycles, the different clubs are carrying out tests with a view of enabling makers to still further perfect their machines, and at the same time widen the interest which the public are taking in them.

The first of these tests took place in November last over a distance of 621 miles under the auspices of the Motorcycle Club of France, which body has the advantage of being a thoroughly representative organization of motorcycle users, and has therefore every desire to provide manufacturers with data of all kinds that will enable them to make the gasoline bicycle a perfect instrument for touring purposes. Fixing a limit of weight of 110 pounds, they have based their tests upon regularity, hill climbing speed, silence, consumption, and the fitting of necessary accessories, such as brakes and mudguards. It is upon these lines that the test is being carried out just now by the Auto Cycle Club from Paris to Bordeaux and back. The fact of these tests being held on identical lines is all the more significant, because the Motorcycle Club is the representative of motorcycle users all over the country, and that the Auto Cycle Club was formed mainly in the interest of makers by whom it is largely controlled. The run this week from Paris to Bordeaux and back is still more interesting, and is likely to have more valuable results, because it is



taking place under actual touring conditions. Of the sixty-five machines entered fifty-nine started on Friday morning from Paris, and these represented close on to forty different makes. Had such a test been held, say, a couple of years ago, its most remarkable feature would certainly have been the number of freak machines competing, but in the present contest there is a remarkable uniformity in the general types of bicycles—that is to say, so far as concerns the general arrangement of the motors and transmissions and the equipment of the machines.

By far the majority of the bicycles have the engine carried on a bracket low down in a rounded frame, or else bolted to a cradle in the place of the crank hanger, while the transmission is usually of the belt variety. An interesting device, however, was that of a machine in which the motor gears direct on a reducing gear with chain transmission to the driving wheel through the medium of a friction drive. On the first day's run from Paris to Tours the weather conditions were satisfactory, but on the second stage from Tours to Bordeaux the rain fell in such torrents that quite a number of competitors had to give up through damage to their machines by side slip. Fortunately, so far not a single serious accident has taken place, beyond the case of one man, who was knocked down by a restless horse and was rather badly injured. There is no doubt that this side slipping on the greasy roads would have been much less prevalent had the tires been fitted with non-skidding covers. Though it is often urged that the dangers of side slipping on motor bicycles are much exaggerated, it is absurd to try and make out that it is not a serious factor when riding over wet and greasy roads, and it is for this reason that the light machine has an advantage over the heavy bicycle, which is very awkward for the driver in the event of a fall. As the tests have not yet terminated, it is not possible to deal with them fully in this letter.

#### The Retail Record.

Peekville, Pa.—B. E. Fagan, opened repair shop.

Sharon, Conn.—W. J. Hotaling, opened store.

Tiverton, R. I.—Benj. Davenport, reopened store.

Nazareth, Pa.—William Friebley, sold out to Lewis Wunderly.

South River, N. J.—William Roth, succeeded by Roth & Farr.

Lansing, Mich.—Frank Sedley, opened store on Turner street.

Charleston, S. C.—Palmetto Novelty Company, sold out to Bissonette Brothers.

Kingston, N. Y.—James Austin, opened repair shop at Broadway and Dorris street.

Watertown, Wis.—Crossby Brothers, succeeded by Watertown Cycle and Auto Company.

Chillicothe, Ohio.—William Schaffer, opened repair shop at Court and Water streets.

## WILL MEET IN MARYLAND

### F. A. M. Accepts Cambridge's Invitation—Endurance Test Will Also Finish There.

It has been definitely settled that the annual meet of the Federation of American Motorcyclists will be held in Cambridge, Md., the executive committee of the organization having this week formally accepted that city's invitation. Friday and Saturday, July 7 and 8, were the dates set.

The Cambridge folk have entered heartily into the affair and are planning a reception and programme of entertainment which they say will make the occasion a memorable one.

The definite selection of Cambridge also settles the route of the annual motor bicycle endurance contest, which for the first time will this year be held under the auspices of the national organization. It will be inaugurated July 2, and on that day and on the two following days runs radiating from New York will be the contestants' portions. On the 5th the run will leave New York and finish in Cambridge on the evening of the 6th. The test this year probably will include several departures from the previous practices. It is proposed to give over one day—probably July 4—to a series of tests designed to prove their hill climbing capacity, also how quickly motor bicycles may be started and stopped and also how slowly they may be run.

### Why "Liberty Bill" Remains Unsigned.

Although the New York papers have stated that the Hill-Cocks automobile bill—which is also the motorcyclists' "liberty bill"—has been signed by Governor Odell, such is not the case. He has merely signed the several bills which repeal conflicting laws and which amend the penal code. The bill itself is ready for signature, but executive approval is being withheld, it is understood, at the request of the Secretary of State. As it becomes a law the moment it is signed, the latter official desires to have ready the new licenses and tags which it imposes. When it becomes a law motorcyclists will be freed of all fees, licenses, tags, numbers, fines and other millstones which the automobilists have tied around their necks and which, but for the action of the Federation of American Motorcyclists, would also have weighted motorcyclists.

### The Trouble With Travelling Men.

"The great trouble of nine-tenths of the travelling men on the road to-day is that they are not 'game' and give up too easily," says the sales manager of a house of considerable magnitude in a letter addressed to his salesman. "If a customer says 'no,' they settle right down to what the customer says. Now, that kind of a man is not worth a cent to us, and he had better be sawing wood, shovelling dirt or following the plough than be out on the road to sell goods.

"In these days of hustle the only way to

make a success is to have a will power of your own that is stronger than the will power of the man you deal with, and have him deal as you want him to deal and not as he wants you to deal. A good travelling man will never leave a town until he has sold a bill of goods and secured the best dealer in town. You may say that it is impossible to secure the best dealer in town—we will admit that once in a while it is the case, but if a traveller is made out of the right kind of stuff, and has the courage and patience to keep up the fight, hang right on to his customer, he will get the dealer sooner or later, nine times out of ten."

### To do Good Enameling.

It is scarcely possible to give too much attention to the equipment and fitting of the enamel room if the best class of work is to be turned out. A smooth, glossy, hard, yet tough and durable, covering of enamel is not easily obtained, and to secure it the best appliances in the hands of the best workmen are absolutely essential.

The rooms in which the various processes of enamelling are done should be kept scrupulously clean and free from any entrance of dust by means of double doors, forming dust locks. They should be also kept at a constant temperature of about 90 degrees Fahrenheit. This insures the absence of chilling the work.

Further, the room in which the rubbing down is done should be separate from the coating and stove room, for, of course, any floating particles are cemented on to the tacky coat, and spoil or impair it, and, in any case, increase the work of rubbing down. The troughs containing the different coating materials should be water jacketed, so that hot or cold water can be used as desired. A constant degree of viscosity is very important, and can easily be got by this arrangement. This arrangement also allows particles of foreign matter to fall to the bottom of the trough by keeping the enamel thin.

The enamel, being a true solution, will not be affected, except in viscosity, by warmth, while in summer it can be cooled, and thus a uniform condition of the operation may be maintained.

### Effect of an Orderly Store.

An orderly, clean, smart looking store attracts customers, and holds them once attracted. A state of readiness is another great recommendation. If a casual customer asks for a roll of tire tape, a pair of grips, a repair outfit, or any of the score or more of staple sundries that every dealer should stock, the latter should have it right at hand, and be able to produce it on the instant. There should be no wild search or rummaging through drawers, shelves or showcases. It is a good idea, too, to bring out more than one of the articles, if there are different makes, and let the customer make choice of them. Such businesslike attentions please, and trade is held and increased thereby.





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# THE BICYCLING WORLD

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and MOTORCYCLE REVIEW

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NEW YORK, MAY 7, 1904.

## What Man Has Done, Men May Do.

"Lon" Peck, of Boston, has reason to be proud. His Revival Run—for he was the originator of the idea, and far and away the most industrious and successful boomer of the run—was an unqualified, an emphatic, success. Faint hearts who feared a "frost" were put to shame by the magnificent outpouring of cyclists on their way to the famous old wheelmen's rendezvous at Chestnut Hill Reservoir on Sunday, May 1. It was a fitting welcome to the belated and anxiously looked for spring, and the host of old-timers who turned out and mingled with the newer generations in rendering homage to the grand old sport of cycling bore eloquent testimony to the latter's charm.

The spontaneous and—during recent years—unprecedented nature of the run secured prompt recognition. Reports of it were telegraphed far and wide, spreading abroad the news that the revival of interest in cycling had really materialized, as far as Boston was concerned. The local journals rose to the

occasion also. One and two pages of descriptive and illustrated matter, with alluring and appropriate headlines, appeared, showing that a true conception of the uprising was possessed. The good accomplished by this widespread publicity can scarcely be estimated, much less calculated.

The result was obtained by persistent and intelligent pounding. The plan was conceived months ago, when cyclists were still dormant in the grip of a hard winter. Preparations were made to attract attention and enlist support. The idea met with instant and emphatic approval, and it only remained to be seen that deeds followed words, instead of being dissipated into empty air. That this was accomplished is now a matter of history.

As a striking example of what one man can do, ably and heartily supported, the Boston Revival Run will long stand out pre-eminently. Would that there were "Lon" Pecks in every city and town in this broad land! That they would accomplish a world of good is beyond question.

## Beware the Bridge Path Grabbers!

There is something very confident, not to say arrogant about the tone of the request addressed by Schmidt & Gallatin to the Rapid Transit Commission, requesting the use of the bicycle paths on the new Williamsburg Bridge over the East River for their moving platform, or "continuous train" scheme. The assurance with which the communication says that a joint inspection was made with the engineers of the Bridge Department "and we now request you to lay out the following route," etc., is very suggestive. It leads one to infer that the concern feels certain of its plan being adopted.

For this reason the cyclists of New York individually and organized bodies should be on the alert. Once before this idea was broached, but it took no definite form, and the alarm of the cyclists was allayed. Now, however, the cyclepaths are explicitly threatened.

These paths were not only the first means of cycling communication between the boroughs, but a facility that will enable thousands of working people to save carfares. Of course a moving platform concern would kill two birds with one stone by taking the cyclepaths for their scheme. Every form of vehicular travel is provided for on the old bridge except bicycles, and they are effectually barred by the traffic conditions. Shall this be true of the new bridge also?

This is a matter of vital importance to every cyclist who would not see the rights of wheelmen imposed upon. Provision has been made for cycling travel on the new bridge. It should remain. If the cyclists protest properly against interference with it, it will remain.

## "The Poor Man's Automobile."

If there is anything in this wide world that is wearisome, illogical and altogether uncalled for, it is the practice of alluding to the motor bicycle as the "poor man's automobile." There is absolutely no point or pith in the appellation. The motorcycle is no more the poor man's automobile than it is the rich man's bicycle.

As a matter of fact, we know of people who have, or have had, automobiles who much prefer motorcycles to them, and get infinitely more pleasure out of the two-wheeled machines. Nor will any one attempt to deny that there are numbers of people well able to afford automobiles who buy motorcycles instead. Such talks does no good; on the contrary, it does harm. It tends to belittle the motorcycle, which is well able to stand or fall on its merits, and to suggest an apeing of a vehicle which has little more in common with the motor bicycle than a horse and buggy has with a pedal-propelled bicycle.

The sooner the "poor man's automobile" appellation is stifled the better it will be for motorcycling. In the slang of the day, "cut it out" and, figuratively, knock it in the head whenever it shows itself.

## When the Rush is on.

In the effort to make heavy shipments when the rush comes—as at present, when settled, pleasant, warm weather has set in—factories frequently find themselves possessed of machines crated and ready to go out which conform in the main to orders in hand, but differ in some specifications. The temptation to ship these and make the necessary changes by supplying parts by separate package is, of course, great. It is frequently yielded to, and the factory officials having the shipping end of the business in charge heave satisfied sighs.

When these machines reach the dealer, the same temptation presents itself to him. He has customers waiting for certain machines; if they be given the ones in hand the sales will be concluded, and the changes of gear, of saddles or of handlebar can be made a little later, at no cost and with slight



trouble. So the dealer, too, yields, and the deliveries are made, the rider being persuaded somehow to consent to the substitution.

It would be a rigid moralist who would cavil at the legitimacy of such transactions; and we are far from condemning them unreservedly. We believe that the end justifies the means, and that every effort should be devoted to securing every possible customer. On the other hand, practices of this sort open wide possibilities of mischief, of dissatisfaction and expense. Unless the purchaser can be persuaded to change his specifications to conform to those embodied in the machine offered him, he will come back to have the necessary changes made. Almost invariably the dealer will have trouble in obtaining the necessary parts. The factory is likely to be short of them, or there is delay of some sort in shipping them. The customer becomes more and more impatient, and at last there is nothing left but to fit him up in some way, which means that a new machine is dismantled and the required parts taken from it. This done, the chances are against its being sold as anything but a shopworn machine, which means that the profit on it is thrown away. One part after another is taken from it, and it is knocked around the shop, the enamel being scratched, most likely, until the rush is over, when it is assembled and disposed of to the best advantage.

So often has this happened, so costly have been experiences of this kind, that some dealers refuse absolutely to accept machines that are not according to specifications. They say they occasionally lose a sale through adopting this course, but contend that this is no worse than to lose the profit on a machine and have trouble with a customer in addition, as would be the case if they had to strip new machines to make the required changes.

#### The Weight of Motor Bicycles.

In some quarters there exists a disposition to take issue with the executive committee of the Federation of American Motorcyclists because of its action in favoring and seeking to establish in America the weight limit of 110 pounds for motor bicycles, which is in effect abroad and because of which the records made on many American machines are without health or honor or recognition outside their own country.

To our mind the F. A. M. has taken merely the logical step, and one which it could not

well avoid. If anything, it was too long delayed. It is in the nature of far-seeing wisdom, which, however much it may discomfort at this time, will, we believe, be amply justified by the good effects of the future.

If any evidence to this end is required it is timely supplied by our Paris letter in this issue. The contrast which our correspondent draws between the conditions existing in England and on the European continent strikes sharply home in this country. The situation in England does not differ vastly from that which prevails here. If anything, the catalogue weights of the American machines lie more unwholesomely than those of Great Britain; the very effort to make weights appear less than they really are is in the nature of evidence that the makers themselves have an intuitive glimmer of what is best for them and for riders and of what the future demands.

The 110 pound rule which is this year giving France—and, almost as certainly, Germany—an output of more than 20,000 motor bicycles, and which in Belgium has brought them into as general use as pedal-propelled bicycles, is certainly a pretty good rule to transplant. A motor bicycle of that weight, and less, is chiefly a matter of designing, and no American manufacturer can hold to the contrary without confessing himself the unequal of his competitors across the sea, with whom he must keenly reckon in the markets of the world.

It is exactly as our foreign correspondent states: The motor bicycle for general use must be sufficiently light and sufficiently wieldy to be handled by the average man—the more nearly it approaches the bicycle itself in these regards the wider and quicker will be its popularity. To hold otherwise is merely to deceive oneself. Comparatively few men have the strength of Samson or the heart of an ox.

The one thing riders will not willingly put up with these bright May days, when all nature beckons mankind outdoors, is delay. It makes no difference what the article desired may be—whether a \$100 bicycle or a chain link—the customer wants it now, and rages inwardly—sometimes outwardly—at the slightest delay. Spring has been long coming, and its stay will be brief; already summer is insinuating itself into notice, and riders want to make every possible use of the pre-heated-term period. The trade should be on the jump, therefore, determined to make hay while the sun shines.

## FIXTURES.

May 7—Malden, Mass., 10-mile handicap road race.

May 8—C. R. C. A. spring country run; race home from Massapequa (Long Island), 28 miles.

May 28—Memphis, Tenn., 10-mile road race.

May 28—Worcester, Mass., 25-mile road race.

May 30—Irrington-Millburn 25-mile handicap road race.

May 30—Grand Rapids, Mich., road race.

May 30—Denver, Col., 25-mile road race.

May 30—Dorchester, Mass., road race.

May 30—Chicago-Evanston road race.

May 30—Red Bank, N. J., Storck road race.

May 30—Baltimore, Md., 25-mile road race.

May 30—Salt Lake City road race.

May 30—Indianapolis, Ind., road race.

May 30—Detroit, Mich., 25-mile Belle Isle road race.

May 30—Terre Haute, Ind., 11½-mile road race; also coasting contest.

May 30—Colorado Springs, Col., 5-mile road

May 30—Buffalo, N. Y., 25-mile road race.

May 30—Bloomington, Ill., 14-mile road race.

June 11—New York Metropole C. C. coasting contest.

June 16—Bloomington, Ill., 8-mile road race, race and track events.

June 18—C. R. C. A. 50-mile road championship of United States and Canada.

July 4—Bloomington, Ill., 14-mile road race.

July 10—C. R. C. A. 50-mile open road race, Long Island.

July 28—Bloomington, Ill., 8-mile road race.

August 1-6—St. Louis Exposition meet.

August 18—Bloomington, Ill., 20-mile road race.

September 3—London, Eng., World's championships.

September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.

September 8-10—London, Eng., World's championships.

#### Will Tour to St. Louis.

Three members of the St. Paul (Minn.) Motorcycle Club will tour from their homes to the St. Louis Exposition early in July. The men who will make the long journey are Andrew Berkey, Fred Clark and J. M. Hammes. It is possible that several other members of the club will make the trip with them. They are considering two routes, one of which would take them direct through Iowa, along the line of the Minneapolis and St. Louis Railroad, and the other would be to follow the Mississippi River. The riders who will make the trip have written to motorcyclists along the proposed routes with a view of having them join them when the St. Paul party passes through their cities.

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## The Greatest Gathering of Cyclists Since Cycling Ceas



Participants in Boston's "Revival R

Last Sunday was a proud day for "Lon" Peck. If you know anything about cycling and cyclists, you must feel that you know "Lon" Peck. If you know little of the subject, it may be necessary to explain that "Lon" Peck is A. D. Peck, captain of the Massachusetts Bicycle Club, of Boston. He has occupied that office for all of twenty years, and during all of that period has devoted himself to the service of cycling.

Of late years, as you all know, cycling has not been what it used to be. Peck has realized it as well as every one else. About three months since it occurred to him that

a revival run would serve not only the interests of the present day, but recall pleasantly the "good old days" of yore. Others agreed with him, and, as he had so often done before, Peck took the burden on his shoulders, and, once the plan was outlined, began to "hammer away," and he continued to hammer persistently and with energy until Saturday last.

In the "good old days" referred to, and as far back as 1878 and 1879, Chestnut Hill Reservoir—which really is a reservoir, surrounded by a picturesque park—was the rendezvous and stamping ground generally of the wheelmen of those times. Forthwith

it was decided that the revival run should rendezvous at the historic spot.

Three months of valuable publicity in the press and of no less valuable personal effort resulted last Sunday in such a reunion and turnout as not even the wildest dream of the most enthusiastic cycling promoter dared anticipate. The day itself was not conducive to the best results. The night before a heavy rain had fallen, and Sunday morning broke gray and bleak and cold. It undoubtedly deterred many hundreds of riders, but, despite the weather conditions, it is an underestimate that 2,500 bicyclists attended the run and were in evidence at



to be a "Craze" and Became a Rational Recreation.



Grouped at Chestnut Hill Reservoir.

Photo by Chickering, Boston.

the reservoir at noon on Sunday. It was an assemblage such as never had been seen in this country, or, in all probability, in any other country. It was not that all ages and sizes and conditions of men and women were represented, but that such a diverse and historic collection of bicycles in actual use never had been witnessed on a public highway.

Very, very many of those who gathered at the Reservoir had never set eyes on what has come to be known as the "good old ordinary," and the sight of perhaps two dozen of them, which their owners had brought from their hiding places or curio cabinets,

and who pedalled them in a fashion that proved that age had not withered their ability to handle them skilfully, were objects of unbounded curiosity and possibly admiration.

If anything, however, the few lever-driven Stars in evidence were objects of even greater curiosity. They caused the eyes of the new generation to open wide with surprise, while the one Kangaroo bicycle, with its chain-gear front wheel, made the same eyes fairly bulge. The latter curiosity was ridden by T. P. Chandler, son of A. B. Chandler, of Brookline, Mass., who was the first practical bicyclist in America. Sulli-

van Sargent, another youngster, rode an old French bone-shaker, also one of Mr. Chandler's collection, and which the latter used in 1867, long before the rubber-tired, spider-spoked high wheel was conceived. Save the two last mentioned machines, all of the old curiosities were ridden by men who made cycling history, and most of whose names were once known from ocean to ocean.

E. P. Burnham, the first American to ride twenty miles inside an hour, was there on his little 48-inch ordinary, so also was W. S. Doane, who eighteen years ago electrified the country by winning the Boston Bicycle Club's 100-mile road race in 7:24:03—think





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# The Greatest Gathering of Cyclists Since Cycling Ceased to be a "Craze" and Became a Rational Recreation.



Participants in Boston's "Revival Run," Grouped at Chestnut Hill Reservoir.

Photo by Chickering, Boston

Last Sunday was a proud day for "Lon" Peck. If you know anything about cycling and cyclists, you must feel that you know "Lon" Peck. If you know little of the subject, it may be necessary to explain that "Lon" Peck is A. D. Peck, captain of the Massachusetts Bicycle Club, of Boston. He has occupied that office for all of twenty years, and during all of that period has devoted himself to the service of cycling.

Of late years, as you all know, cycling has not been what it used to be. Peck has realized it as well as every one else. About three months since it occurred to him that

a revival run would serve not only the interests of the present day, but recall pleasantly the "good old days" of yore. Others agreed with him, and, as he had so often done before, Peck took the burden on his shoulders, and, once the plan was outlined, began to "hammer away," and he continued to hammer persistently and with energy until Saturday last.

In the "good old days" referred to, and as far back as 1878 and 1879, Chestnut Hill Reservoir, which really is a reservoir, surrounded by a picturesque park, was the rendezvous and stamping ground generally of the wheelmen of those times. Forthwith

it was decided that the revival run should rendezvous at the historic spot.

Three months of valuable publicity in the press and of no less valuable personal effort resulted last Sunday in such a reunion and turnout as not even the wildest dream of the most enthusiastic cycling promoter dared anticipate. The day itself was not conducive to the best results. The night before a heavy rain had fallen, and Sunday morning broke gray and bleak and cold. It undoubtedly deterred many hundreds of riders, but, despite the weather conditions, it is an underestimate that 2,500 bicyclists attended the run and were in evidence at

the reservoir at noon on Sunday. It was an assemblage such as never had been seen in this country, or, in all probability, in any other country. It was not that all ages and sizes and conditions of men and women were represented, but that such a diverse and historic collection of bicycles in actual use never had been witnessed on a public highway.

Very, very many of those who gathered at the Reservoir had never set eyes on what has come to be known as the "good old ordinary," and the sight of perhaps two dozen of them, which their owners had brought from their hiding places or curio cabinets,

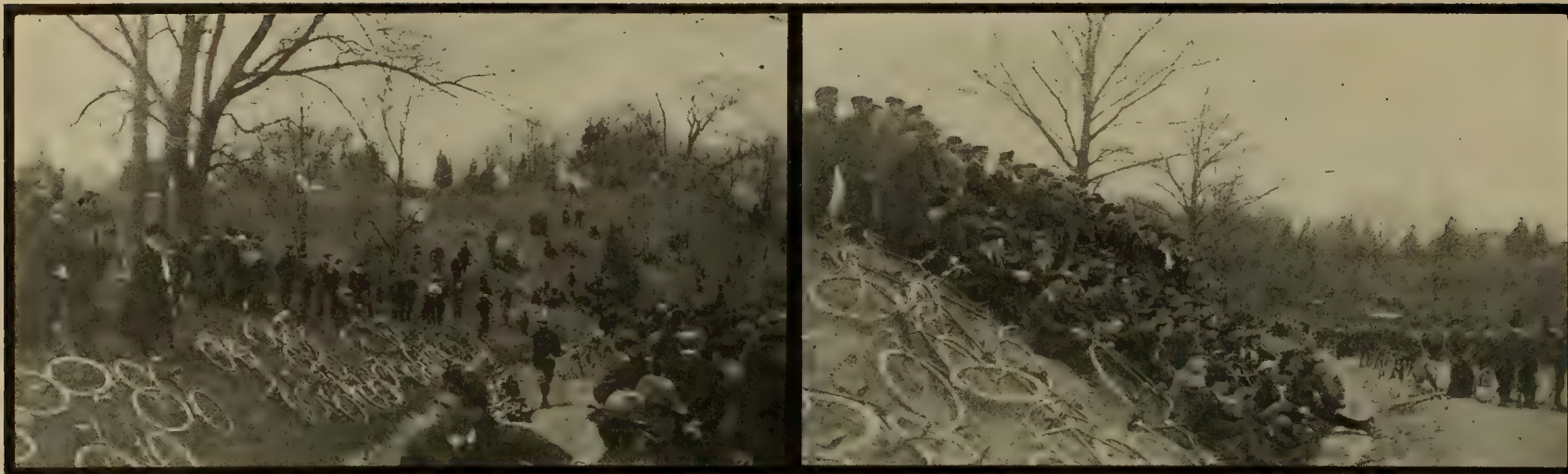
and who pedalled them in a fashion that proved that age had not withered their ability to handle them skilfully, were objects of unbounded curiosity and possibly admiration.

If anything, however, the few lever-driven Stars in evidence were objects of even greater curiosity. They caused the eyes of the new generation to open wide with surprise, while the one Kangaroo bicycle, with its chain-gear front wheel, made the same eyes fairly bulge. The latter curiosity was ridden by T. P. Chandler, son of A. B. Chandler, of Brookline, Mass., who was the first practical bicyclist in America. Sulli-

van Sargent, another youngster, rode an old French bone-shaker, also one of Mr. Chandler's collection, and which the latter used in 1867, long before the rubber-tired, spider-spoked high wheel was conceived. Save the two last mentioned machines, all of the old curiosities were ridden by men who made cycling history, and most of whose names were once known from ocean to ocean.

E. P. Burnham, the first American to ride twenty miles inside an hour, was there on his little 48-inch ordinary, so also was W. S. Doane, who eighteen years ago electrified the country by winning the Boston Bicycle Club's 100-mile road race in 7:24:03—think





of it, ye "century fiends" of to-day—thereby lowering the record by 26 minutes, was astride the identical 50-inch Victor on which he won that memorable victory; W. A. Rhodes, wearing a beard and looking little like the "Billy" Rhodes, once king of road racers, was mounted on his "G. O. O."; E. H. Corson, "pumping" the identical Star on which he was first to perform the hair raising coast down Mount Washington, guided the little front wheel as skilfully as in the days of yore; Theodore Rothe bestrode a reminiscence of the last bitter struggle of the "ordinary" for existence—a pneumatic Victor; W. D. Wilmot, now of Fall River, Mass., one of the first dealers and also one of the pioneer trick riders, handled his high Columbia in a manner that proved that, though age has brought gray hairs and avoirdupois, it has not greatly rusted his joints.

Wilmot met nine other of his early and not so early rivals in the fancy riding profession, and they had a little reunion of their own. Five of them bestrode the high bicycles on which they once earned fame and shekels, and one, J. T. Stoehrs, rode a wooden wheeled, iron tired "ordinary" of uncertain antiquity, and was garbed in ridiculous attire that made him the observed of observers—a mortarboard cap and barber pole stockings. The ten of them posed for a group picture, and as evidence that they still possessed their cunning and fearlessness Stoehrs climbed onto J. W. Wilson's shoulders and Wilson, on his Star, rode with him so perched.

Of course most of the graybeards and scanty locks who journeyed to the Reservoir on Sunday bestrode safety bicycles—yes, and not a few rode motor bicycles. Of the latter was George M. Hendee, the big, handsome, rosy cheeked champion, with whose praises all America once rang; Asa Windle, the one-time peerless trainer of champions, was another; Windle rode from Clinton, fifty miles away, to attend the gathering.

It goes without saying that "Papa" Weston was there. This "father of American cycling" grows whiter with the years, but he is still as sturdy as in the days of '78, when he founded the Bicycling World and the first club, and also the first bicycle salesroom. There were very many of his "children," as he loves to call all cyclists, who did not know the "father," but there also were many who joined hands with him in those strenuous early years and made the bicycle the power that it has become.

Dr. W. G. Kendall, so long the captain of the famous Boston B. C., and always its princely host, was not missing, and minus his mustache he looked scarce a day older than when he led the crowd on his "good old ordinary"; "Joe" Dean, still dapper and eternally young, had in his train four young Deans, all boys, and all junior members of the Boston club, and, save the youngest, all came to the scene on bicycles, as did their father. E. W. Pope, first captain (1879) of the Massachusetts B. C., of which Colonel Albert A. Pope was the first president, was there and astride a bicycle to prove that his

automobile interests have not entirely weaned him from his early love. And Colonel Albert A. himself! Of course, he was there. But—whisper it softly—he came and he went in an automobile. Whisper as softly the one word "gout," and you have the reason. The colonel was accompanied by General Nelson A. Miles. "Charley" Reed, the first crying artist; "Billy" Edmunds, George Wright, "Tom" Hall, "Gus" Nickerson, "Jack" Fecitt, "Billy" Stall, the Kelley brothers and Quincy Kilby, the most consistent and faithful cyclist of the old guard—all these were there, and others—the grizzled secretary of the L. A. W., Abbot Bassett, among them, and Henry and Arthur Robinson and C. E. Walker and Nat. C. Fowler and Arthur Pope.

There were those of the old guard who came not a wheel, and, said to tell, W. S. Atwell—the "Billy" Atwell who built the first American bicycle—was one of them. He came attired in a frock coat and tall hat.

Men met who had not met for years.

"How many years is it since I saw you last? What? It doesn't seem that long ago. You haven't changed much since the old days. Where are you living now? Are you doing much riding?"

Questions such as these, following a hand-clasp and salutation, were heard perhaps a thousand times during the day. The hand-clasp and salutation reflected the spirit of the occasion.

It was really a glorious reunion, and one the effects of which should be far reaching.





W. A. RHOADES.

C. E. WALKER AND ARTHUR POPE.

E. W. POPE.

"LOON" PECK.



ASA WINDLE.

J. S. DEAN AND THE FOUR YOUNG DEANS.

E. H. CORSON.

The crowd came from all directions. Divisions met at appointed places and in the nearby towns, and some that were not nearby, and rode in divisions to the rendezvous. "Lon" Peck headed the biggest division, 367 riders in all. Very many also came singly and in pairs and in trios, one of the most notable pairs being Dr. and Mrs. A. J. Davis, of Boston, the one seventy-eight years old, the other also snow white of locks, but both well preserved and active, as their use of bicycles attests. Dr. Davis was not, however, the oldest rider present. That honor fell to John Richardson Clark, of Waltham, who has rounded his eightieth year. He attended on a Humber tricycle, which he has used for many years.

The Rockwood family, of South Weymouth, formed an interesting little group. It was represented by three generations. White-haired H. Rockwood, aged seventy-two; his son, W. H. Rockwood, forty-five years, and his grandsons, Henry and Herbert, aged twenty-two and eighteen years respectively.

As the riders arrived at the rendezvous those who cared to take a bite were presented with a "lunch bag," as it was called. The contents consisted of sandwiches, doughnuts and cheese and good old cookies, which were relished after the ride in the open air.



1, John W. Wilson; 2, Harry W. Tufts; 3, Fred Lester; 4, Dick Alden; 5, Charlie Alden; 6, W. W. Smith; 7, F. B. Brigham; 8, W. D. Wilmot; 9, J. T. Stoehr; 10, C. J. Young, the 24-hour champion in 1883.



Twenty-five hundred individual lunch bags were emptied of their contents and 150 gallons of coffee was drunk.

At the Reservoir Colonel Pope—who provided the luncheon—and General Miles, both addressed the gathering (not more than half of which is included in the large photograph), Colonel Pope remarking that the assemblage was the most effectual answer that had been given to the croakers who prate of the extinction or passing of the bicycle. It proved, he said, how numerous are those who ride for the pleasure and health the bicycle affords, and not merely to pile up mileage.

In response to loud calls, "Lon" Peck also said a few short words, and that his efforts in bringing about the reunion were recognized the hearty cheers that greeted his remarks attested.

### What Americans Won in Australia.

Floyd McFarland has been adding both to his number of wins and also to the amount of money he has accumulated since his great team mate, Iver Lawson, was suspended by the Australian cycling authorities on February 17. When Lawson stopped racing his record showed that he had won 28 first prizes, 5 seconds and 1 third, his winnings totaling £403. Since then McFarland has gone on the even tenor of his way as a conqueror in the Australian racing field until at the end of March he was credited with 23 firsts, 3 seconds and 3 thirds, with £561 as the amount of money he had won. Larry Corbett, who won the Sydney Thousand with its first prize of £750, is now the greatest money winner in Australia, though his total of winnings amount to only £16 in addition to the Sydney Thousand, he being credited with but 2 firsts, 2 seconds and 2 thirds. F. H. Scheps, winner of the Austral Wheel Race, is third on the list so far as money is concerned, his total being £524 for 5 firsts, 1 second and 6 thirds. In spite of his retirement on February 17, Lawson is still fourth on the list of money winners. Major Taylor is seventh on the list, with £226 for 12 firsts, 8 seconds and 3 thirds. Orlando Stevens is thirteenth on the list, with £64 15s for 2 firsts, 2 seconds and 2 thirds. Hardy Downing is nineteenth on the list, with £41 5s for 2 firsts, 4 seconds and 5 thirds.

### Leander to go Abroad.

George Leander, according to a report from Atlanta, contemplates joining the American invasion of the European cycle racing field. The big Chicagoan is of the opinion that if Walthour can have an uninterrupted string of victories against European pace followers that he also might accumulate both glory and large amounts of money. If Leander makes the journey he will probably take William Saunders with him as pace maker.

The board of control of the National Cycling Association is sending out notices to racing cyclists, both amateur and professional, that their registration fees for 1904 are now due. Remittances may be made to A. G. Batchelder, 1789 Broadway, New York City.

## BIG FIELD IN TIGERS' RACE

### Smith Finishes First in Road Event—Cranston Makes Best Time.

To the Tiger Wheelmen of New York City belongs the credit of running the first big road race of 1904, their race last Sunday from Bedford Rest to Valley Stream, Long Island, and return having eighty-five actual starters, of whom sixty-five finished. There had been 125 entries received for the race, for which thirty-four place prizes were offered. The success of the contest was due largely to the efforts of H. A. Gliesman, president of the club and an energetic retailer of bicycles in New York City. H. S. R. Smith, with a handicap of four minutes, captured first place prize and third time prize. C. H. Homan, Sunset Wheelmen, ten minutes, was the second man to finish, and W. Van den Dries, Tiger Wheelmen, eight minutes, was the third. H. Cranston and L. J. Wientz, both scratch men and members of the National Athletic Club, finished fourth and fifth, in the order named, and won first and second time prizes. The cup offered for the club whose members scored the most points was won by the National Athletic Club of Brooklyn, with 66 points to its credit, the Century Road Club of America being second, with 54 points. Cranston's time of 1:28:35 was fast for the almost thirty-two miles covered.

| Order of finish.                    | Time.    | Handicap. |
|-------------------------------------|----------|-----------|
|                                     | H.M.S.   | H.M.      |
| H. S. R. Smith, T. W.....           | 1:31:30  | 0:04      |
| C. H. Homan, S. W.....              | 1:38:00  | 0:10      |
| W. Van den Dries, T. W.....         | 1:38:30  | 0:08      |
| H. Cranston, N. A. C.....           | 1:28:35  | Scratch   |
| L. J. Wientz, N. A. C.....          | 1:28:35½ | Scratch   |
| J. Chuard, T. W.....                | 1:40:00  | 0:10      |
| O. Lenz, C. R. C. of A.....         | 1:38:15  | 0:08      |
| A. Demorest, N. A. C.....           | 1:39:20  | 0:09      |
| G. Pauli, N. Y.....                 | 1:40:45  | 0:10      |
| H. Hintze, T. W.....                | 1:46:00  | 0:15      |
| C. Burch, Pellet Team.....          | 1:37:15  | 0:06      |
| G. Henry, C. R. C. of A.....        | 1:39:15  | 0:08      |
| L. Karsch, T. W.....                | 1:44:00  | 0:12½     |
| H. Van den Dries, T. W.....         | 1:38:00  | 0:04      |
| J. Kopsky, T. W.....                | 1:34:15  | Scratch   |
| S. Wellander, M. C. C.....          | 1:40:16  | 0:06      |
| G. F. Ambros, Pellet Team.....      | 1:46:50  | 0:12½     |
| F. Drostal, B. V. W.....            | 1:40:35  | 0:06      |
| N. Kind, C. R. C. A.....            | 1:45:30  | 0:10      |
| Karl Krone, M. C. C.....            | 1:46:30  | 0:10      |
| H. B. Appleton, B. W.....           | 1:37:00  | Scratch   |
| B. T. Reynolds, N. A. C.....        | 1:47:30  | 0:08      |
| H. Johnson, T. W.....               | 1:48:15  | 0:08      |
| H. Clausen, T. W.....               | 1:53:15  | 0:12½     |
| L. O. Keefe, T. W.....              | 1:53:20  | 0:12½     |
| H. G. Armstrong, C. R. C. of A..... | 1:54:00  | 0:12½     |
| C. Nerent, T. W.....                | 1:48:15  | 0:06      |
| R. Muller, T. W.....                | 1:59:45  | 0:10      |
| D. J. McIntyre, T. W.....           | 1:51:00  | 0:06      |
| I. J. Van Millon, T. W.....         | 1:58:45  | 0:10      |

### Champion Mock Meets Defeat.

There was joy in the camp of the Century Road Club Association last Sunday. Charles Mock, the almost undisputed road champion and the boasted invincible representative of the rival organization, the Century Road Club of America, met bitter and unexpected defeat at the hands of J. M. Eifler, who was the champion "mileage man" last year. The pair were competitors in the race home from Massapequa to Bedford Rest, Long Island, which was the finish of the annual century run of the Sunset Wheelmen, of New York City. Mock was a tremendous favorite before the race, and the idea that he might be defeated was not entertained by his fellow members of the C. R. C. of

America. But even as Napoleon had his Waterloo, so came the time of Mock's partial eclipse. Eifler, Mock and Milkowait, of the Sunset Wheelmen, rode together during the last half mile until about fifty yards from the tape. Then Eifler jumped to the front and, despite Mock's best efforts, led him by two yards across the line, Milkowait being a close third. Eifler's time was 1 hour 27 minutes.

The riders left Bedford Rest in two divisions, the first at 7 o'clock, paced by Harry Early and William Fehlhofer. The fast division left at 9 o'clock, and was paced by J. M. Britten and William Caldwell. August Huron, of the Sunset Wheelmen, finished in ninth place in the finishing sprint, but was disqualified for not riding the full 100 miles.

#### Summary:

- 1—J. M. Eifler, C. R. C. Association.
- 2—Charles Mock, C. R. C. America.
- 3—Charles Milkowait, Sunset W.
- 4—G. Duester, C. R. C. Association.
- 5—Charles Zink, C. R. C. Association.
- 6—J. Huemrich, New York.
- 7—Fred Mommer, C. R. C. America.
- 8—J. Hulbach, New York.
- 9—Bolsterling, Eighth Regiment.
- 10—V. Gunther, Sunset W.
- 11—Charles Cook, Sunset W.
- 12—Albert Blier, Brower W.
- 13—Otto J. Steih, Brower W.
- 14—D. M. Britton, Brower W.
- 15—C. H. Stein.

### "Old Man" Butler Beats Munroe.

Ben Munroe, of the Dixie team, which won the last six-day race at Madison Square Garden, was defeated last Monday night in a fifteen-mile motor paced race at the opening of the new Stadium track which John S. Prince has built at Piedmont Park, in Atlanta. George Leander had been scheduled to race against Munroe, but Nat Butler was substituted, and he won by one lap in 20:12. Four thousand spectators witnessed the races, there being some amateur contests as curtain raisers for the event of the evening. Butler took the lead at the start, and was never headed during the entire race. To add to Munroe's trials, he lost his pace during the sixth mile. The race was run from a standing start, and the fastest miles were the fourth and fifth, which Butler made in 1:17 each.

### California Cracks Come East.

In their search for foemen worthy of their best efforts, Burton Downing and Carl Lemberg, of San Jose, Cal., have travelled from the Pacific Slope to the Atlantic Coast and will compete in the amateur races at the Vailsburg track. Downing is a brother of Hardy Downing, the well known professional cyclist who has been racing in Australia during the last few months. The pair went to Denver, thinking that a board track would be built in the Colorado city, but when the project fell through they came to the East, as the prospects of the Salt Palace track at Salt Lake City did not seem very promising. They will race at Vailsburg until August, when they will go to St. Louis to compete in the amateur championships which will be decided at the Exposition.



## KRAMER STILL WINNING

### But Vailsburg Gives Menus Bedell a Great Reception—Teams Monopolize Prizes

Evidently cycle racing is the magnet that draws thousands of people to the Vailsburg track every Sunday, for the amused tolerance with which the six thousand spectators there last Sunday "looked over" Harry Harris, an able pugilist, was in very sharp contrast to the roar of applauding cries which greeted the Bedell Brothers when the pair walked out on the track just before. John Bedell started in the "Non-Winners" half mile event. Harris, who was introduced by Fred Burns as "Harry Harris, of Chicago, who defeated Pedlar Palmer in London for the bantam weight championship of England a few years ago," held Kramer on his wheel while the pair were photographed and was then taken along the track for the crowd to look at. Down at the bleachers there were more cheers for Harris than from the crowd in the grandstand and boxes, but still his reception must have been somewhat of a disappointment to Harris. A few raindrops fell during the afternoon, but the only effect the threatening storm had was to cause the racing men to get out quickly on their marks, and the races were run off in very fast order in consequence.

The beauties of "teaming" received a rare and convincing exposition, the Kramer-Fenn, Hadfield-Root and Bedell Brothers combinations dividing all three firsts, two seconds, two thirds and one fourth among them. This left one fourth, and second and third places in the "Non-Winners" race to be apportioned among the field of twenty outsiders. The chances are that if Menus Bedell and Root had not been put out of the five mile handicap by punctured tires that the "Big Three" would also have annexed the fourth place in the long handicap as well as the other three prizes. Tom Butler was the audacious individual who finished fourth in the five mile race, and Armbruster and Newkirk were second and third in the "Non-Winners" event.

A. R. Wilcox, an earnest faced blonde youth from Brooklyn, achieved one of the goals of his ambition, and graduated from the novice class. He has tried every Sunday since Vailsburg opened this year, and though he did not prove the "three times and out" rule, the fourth day saw him bear away the diamond studded gold medal which told of this glorious victory.

Henry Chappey, who had enlisted the sympathy of the crowd the previous Sunday when the judges gave Lee a race which he had plainly won, rode so poorly in the first trial heat of the half mile open that he was shut out by Lee and Wohlfarth of the National Turn Verein. Besides the latter pair, Schlee, Quille, Billington, Zanes, Goerke and Rupprecht rode in the final. Zanes led until they reached the back-

stretch on the second and last lap. Billington went to the front there and had a good lead into the straight. Goerke came very fast in the stretch, and Billington had scarcely two feet lead over the National Athletic Club man when they crossed the tape. Rupprecht, two lengths behind the leaders, was able to defeat Quille for third. Billington failed to qualify in his heat of the one mile handicap owing to a punctured tire, Schlee being another good one who was shut out. The field bunched at half a mile after Goerke, Chappey and Schwab had done most of the pacing needed to overhaul the limit men. Kluczek, a 120 yard man from West Orange, had a good lead in the straight, but Goerke passed him and won by a length and a half. Mackay defeated Lee for third by half a wheel.

The half mile professional scratch race for riders who had not won a first at Vailsburg this year was well named the "Non-Winners Scramble." Collett teamed with Fogler, and Newkirk and Jacobson combined forces. The latter pair had the pole at the start, and got away quickly when the gun was fired. They led at the bell and kept their advantage until the last turn. Krebs then tried to ride around Newkirk, but the Chicagoan laughed at him and refused to surrender the lead. John Bedell had secured the position behind Newkirk, and he sprinted around the latter as they entered the straight, winning by an open length from Armbruster, who had also passed Newkirk in the race to the tape. The time, 59.45 seconds, was very fast for an open race this time of the year.

The "Skidoo Handicap," half mile professional, was divided into three heats with three men in each heat to qualify for the final. All of the heats were won by the back mark men, Fenn, from the 10 yard mark, in 58.15 seconds; Root, from the 10 yard mark, in 59.25 seconds, and Kramer, from scratch, in 58.45. The others who qualified were Menus Bedell, 10 yards; John Bedell and Krebs, 20 yards; Collett, 30 yards; Newkirk, 45 yards, and Armbruster, 55 yards. Instead of trying to make a run-away race of it. Armbruster and Newkirk obligingly rode to the top of the bank and waited for the back markers to catch them, which did not take very much of the latter's time. As a consequence of the loafing, the field had bunched before the first eighth pole was reached. Collett led at the bell, Fenn and Kramer riding alongside him up the bank. Fenn pulled Kramer into the straight well in advance of the others, though Menus Bedell and his brother were following Kramer closely. Menus Bedell made a commendable effort to pull alongside of the champion and beat him in the race to the tape, but Kramer just kept far enough ahead to win by a wheel. Root did his best to wrest third place from John Bedell, but failed by half a wheel. The time of the race was exactly one minute, or one-fifth of a second slower than the time of the "Non-Winners" race. Kramer and Fenn teamed,

as did Bedell Brothers, Root going it alone, as Hadfield did not qualify.

Both Root and Menus Bedell were victims of punctures in the five mile handicap, but their declared team mates kept on and landed the best prizes after Kramer, who had teamed with Fenn as usual. The prizes for the leader at the end of each lap kept the field on the move from the start, the diminutive Benfer winning the first two. At the end of the first mile there were three bunches, Kramer, Fenn, Menus Bedell, Root, John Bedell and Krebs being the rear guard; Hadfield, Schreiber, Collett and Dorlon the middle bunch and making desperate efforts to catch the limit men, who were all together. Root's puncture came in the second mile, and that left the five back markers by themselves, as the four middle mark men had overhauled the limit men just before the second mile was finished. Menus Bedell's tire went up just before the last lap of the third mile, and Fenn sat up when the field bunched at three miles. Nothing exciting happened until the bell, except some mild struggles for the lap prizes between Schreiber, Kastendieck and Dorlon. Dorlon led at the bell, but Kramer went to the front on the back stretch, and led into the straight, with John Bedell at his heels. The champion ducked his head and led Bedell by a length and a half as he crossed the tape. In spite of his "sleigh ride" the Lynbrook man was only half a length ahead of Hadfield at the finish. Tom Butler won his first prize in years by capturing fourth place. Jed Newkirk slipped and fell, coming through the straight, but luckily none of the others ran into him. He was badly shaken up, but no bones were broken.

#### Summaries:

Quarter mile novice—Won by A. R. Wilcox, Brooklyn; Jacob Magin, Irvington, second; Henry Reeves, New York, third. Time, 0:34.

Half mile open, amateur—Won by Teddy Billington, Vailsburg; Oscar Goerke, National A. C., Brooklyn, second; Edward Rupprecht, Bay View, West Newark; third; D. J. Quille, Bayonne, N. J., fourth. Time, 1:06.25.

One mile handicap, amateur—Won by Oscar Goerke, National A. C., Brooklyn (40 yards); W. J. Kluczek, West Orange (120 yards), second; David Mackay, Newark (80 yards), third; W. R. Lee, New York (scratch), fourth. Time, 2:08.15.

Half mile professional, "Non-Winners"—Won by John Bedell; Edward Armbruster, second; Jed Newkirk, third. Time, 0:59.45.

Half mile handicap, professional—Won by Frank L. Kramer (scratch); Menus Bedell (10 yards), second; John Bedell (20 yards), third; E. F. Root (10 yards), fourth. Time, 1:00.

Five mile handicap, professional—Won by Frank L. Kramer (scratch); John Bedell (100 yards), second; Charles Hadfield (150 yards), third; Tom Butler (250 yards), fourth. Time, 11:07. Lap prize winners, Kastendieck, 6; Dorlon, 4; Fogler, 3; Benfer, 2; Schreiber, 2; Glasson, 1 and Jacobson, 1.



## IVER LAWSON COMES BACK

**Talks of his Australian Experiences and Tells of Racing Conditions There.**

Ten pounds lighter in weight, but with a thousand dollars gained for each pound lost, Iver Lawson arrived in New York City on May 2 from his trip to Australia, during which he met Major Taylor sixteen times, and in twelve races defeated the Worcester negro. Lawson was accompanied by his trainer, C. D. Bolles, of Atlanta, Ga. McFarland, Stevens and Downing did not come back on the same steamer as Lawson, but he expects them to arrive in this country some time this month.

Lawson and McFarland left New York on September 7, after having raced at Manhattan Beach in the afternoon, and they arrived in Sydney, Australia, on October 9. Lawson's first race was on November 1, and he was kept fairly busy until February 17, when the trouble with Taylor happened. In his three months and seventeen days, including Sundays, when there is no racing in Australia, Lawson won twenty-eight firsts, five seconds and one third. He was so vastly superior to the best Australian riders that he was in great demand by the promoters, and received large amounts as appearance money in addition to such prizes as he captured. The appearance money and other bonuses, together with the prizes he won, amounted to nearly \$10,000, which, Lawson truthfully remarks, is a very fair salary for the time employed.

"I never had a chance," said Lawson in discussing the suspension he received for his alleged fouling of Major Taylor at Melbourne on February 17. "The promoters and officials over there have been fooled by Major Taylor's grandstand plays until they think he could not vary from the truth if he wished to. Taylor fell in one of the heats of a match race we were riding. We had just started on the last half of the lap and were going into the last turn. He had been leading on the pole, and I had jumped up alongside of him on the outside, with lots of room between our bicycles. He, of course, saw me when I came alongside of him, and, reaching out his right hand, grabbed my saddle post and tried to push me up the track, though he had lots of room where he was on the pole. I was very lucky not to be thrown, but managed to keep my balance and continue pedalling, being half a length ahead of him when he took hold of the saddle post. The track is not banked very much, and I think he must have hit one of his pedals when he tried to straighten up after pushing me. I certainly did not run into him, and when he did not come along after me I wondered what had happened to him. I was very much surprised when I was accused of having caused his fall, and most of the newspapers there took my side of the discussion. The stewards and referee suspended me first for one year, though they

changed it to three months at a later meeting. They have four umpires stationed at regular intervals around the track, besides the referee. Two of the stewards said that Taylor's fall was not my fault, and two of them were against me, and the referee was also against me. I was mighty sorry about it, because there was certainly no reason for me to foul him, when I had raced against him sixteen times, and won twelve out of that number of races. If he had beaten me as many times as I had defeated him, or if the record had been twelve wins for him and four for myself, then there might have been some reason to suspect me of trying to throw him; but I had been having all the best of him in the races we were in together. When I told the board of stewards and the referee about that they changed my suspension from a year to three months, as they left it. That would keep me out of racing until May 17, and I have not been to see Mr. Batchelder, of the National Cycling Association, trying to have the suspension removed, as has been reported. The League of Victorian Wheelmen, which suspended me, and the other governing body there, the League of New South Wales, both recognized the edict of the N. C. A., and did not allow Alex MacLean, nor his brother, Hugh MacLean, to ride when they were in Australia. So I thought there was no use wasting time trying to get the N. C. A. to change the ruling of the L. V. W. I will be free to ride on May 22, and that will be quite as soon as I will want to try myself out against Kramer, Root, Fenn, Menus Bedell and the others who are racing at Vailsburg.

"There are a lot of American bicycles ridden in Australia; that is, there are many Clevelands, and some Columbias, with once in a great while a Tribune. I did not see any other American made machines there. We rode at only four different cities while I was there—Sydney, Melbourne, Adelaide and at Coolgardie. Coolgardie is in West Australia, and it takes two weeks to get there and back by boat, the distance being 3,000 miles from Melbourne. It is in the gold fields, and it was there that McFarland won the big Westral Wheel Race, a two-mile handicap, with its first prize of £300, or about \$1,500 of our money. Some men there that thought McFarland would win the race bet enough money on him to win \$18,000. The largest prize that I won was during the Australian Natives Association races at Sydney, when I won a race for which the first prize was £100, or \$500. It is a great country for betting. At the big meets, like the Austral Wheel Race and the Sydney Thousand, there will be close to one hundred bookmakers taking bets. There were 19,000 spectators inside the gates of the Melbourne cricket grounds the day the final heat of the Austral Wheel Race was ridden, and the gate receipts were \$14,000.

"At first, Taylor had all of the crowds with him, and they did not pay much attention to us, but after both McFarland and I had beaten him a few times they yelled for us. We expect to go back there next fall, and unless the racing is better here than it was last year we will start in August, as the big Australian race meets begin early in September. The track at the Melbourne cricket grounds is the only grass track there now, and they are going to build a cement track there before the season opens next fall. All of the other tracks are of cement, and are one-third of a mile long, made without much banking, being a great deal like the one at Manhattan Beach."

## HOW MCFARLAND LOST

**Californian Sacrificed Chances in Sydney Thousand by Refusing to Pace.**

The report that Floyd McFarland had won the Sydney Thousand, the great mile handicap decided on March 23, at Sydney, Australia, was erroneous. The latest advices from Australia give the finish of the race as follows:

L. Corbett (120 yards), New South Wales, first.

A. E. O'Brien, New South Wales (180 yards), second.

D. J. Plunkett, New Zealand (130 yards), third.

Major Taylor, America (scratch), fourth.

Floyd McFarland, America (scratch), fifth.

The time for the mile was 1 minute 54 seconds. The first man received £750, the second £100 and the third £50. N. C. Hopper, of Minneapolis, won the race last year, the first time it was run. The final heat of the great handicap was witnessed by thirty thousand spectators. In addition to the men enumerated, the following riders competed in the final: Hardy Downing, America (10 yards), Don Walker (20 yards), F. H. Scheps (30 yards), B. Kett (100 yards), H. Gordon (160 yards), and C. Bathie (200 yards). Orlando Stevens was on the 15 yard mark in the second special semi-final heat but lost the right to ride in the final by a very narrow margin, finishing fourth when there were only three to qualify.

The long markers rode as hard as they were able from the very crack of the gun. McFarland and Taylor soon caught Downing at 10 yards, and the latter pulled the pair up to Walker at 20 yards. Scheps, the 30 yard man, winner of the last Austral Wheel Race, was next overhauled, and he paced until he tired. When the bell rang for the last lap, McFarland and Taylor were more than 50 yards behind the trio who eventually finished ahead of them. Taylor jumped away from the Californian, who apparently did not do his full share of the pacing, and almost overtook Plunkett as the New Zealander crossed the tape. Corbett was carried to his training quarters by his enthusiastic friends.

After the race, O'Brien, the second man, entered a protest against Corbett and Plunkett. He claimed they had tried for 30 yards to run him off the track onto the grass. He also said that Corbett had told Plunkett to get his wheel and that the latter had run into him as he did so. When Plunkett was called before the referee and the stewards of the meeting he said he had ran into O'Brien when he had started to tack onto Corbett's wheel. He declared, however, that the collision had been purely accidental and that he had ridden away from O'Brien after touching him. The referee and stewards secured the testimony of the umpires who had been stationed at the points where the alleged fouls were committed, and after a long session exonerated Corbett and Plunkett. O'Brien was not satisfied with the decision, and has lodged an appeal with the council of the New South Wales League.



## Foot George Hill, Which Motorcycles Will Climb on May 30th.



The scene of the New-York Motorcycle Club's open hill climbing contest on May 30 finally has been selected and the necessary permit obtained. The "mound" chosen is one of the stiffest, if not the stiffest, in the city, and is also one of the most picturesque and accessible. To motorcyclists it is known as the Fort George Hill, and comprises that portion of Eleventh avenue (recently renamed St. Nicholas avenue) running from Dyckman street upward to 190th street.

The grade is exactly 2,812 feet long. The

first 60 feet has a rise of 1 per cent, the next 1,500 feet 10 per cent in the centre and 11 per cent on the outside curves, and the last 852 feet 3 per cent. The surface of the last stretch is of good macadam; the remainder is of Belgian block, in splendid condition, which will not be affected by rain.

The street is broad, and is so steep that it is little used. It has three gentle curves, and from the top a glorious view of the surrounding country is to be had. The sidewalks near the summit also afford a splendid vantage ground for spectators, and will permit a view of the hill climbing contest al-

most from start to finish; and as the Fort George street cars run to within half a mile of the top and the Broadway cars to within half a mile of the starting point, the "free show" on Decoration Day should attract a great crowd, and afford the public its first real view of the uphill capacity of the motor bicycle.

As from a certain spot it is possible to see from the top to the bottom of the hill, the necessity of electrical apparatus for timing purposes will be avoided, and "wig-wagging" with flags be rendered easily possible.

#### Evidence of Bay View Prosperity.

The Bay View Wheelmen, of Newark, celebrated their seventh anniversary with an entertainment last Wednesday evening, and the treasurer's report of the club on that occasion revealed a prosperity which it is doubtful if any other club in the country can equal. In recognition of the part he played in it, President Maull was on Wednesday presented with a gold watch.

The club has more than seven hundred members. Following is the treasurer's report for 1904:

| Assets.                    |          |             |  |
|----------------------------|----------|-------------|--|
| Real estate (3 lots)       | \$1,500. | \$4,500     |  |
| Club house .....           | 12,000   |             |  |
| Bowling alleys .....       | 1,600    | \$18,100    |  |
| <hr/>                      |          |             |  |
| Furniture and fixtures.... | \$2,000  |             |  |
| Outstanding indebtedness.  | 1,242    |             |  |
| Cash on hand.....          | 825.36   |             |  |
|                            |          | \$22,167.36 |  |

| Liabilities.                         |           |             |  |
|--------------------------------------|-----------|-------------|--|
| Unredeemed shares....                | \$1,234   |             |  |
| Mortgages .....                      | 8,200     |             |  |
| Excess assets over liabilities ..... | 12,733.36 | 22,167.36   |  |
|                                      |           | \$22,167.36 |  |

Following are the officers of the club:

Board of governors, Henry W. Maull, president; William H. Karr, first vice-president; George W. Courter, second vice-president; William Kneller, recording secretary; William H. Meyl, treasurer; Fred C. Krais,

corresponding secretary; Dan C. Koch, sergeant-at-arms; Julius A. Eisele, financial secretary, Robert Wright, captain; trustees, Christian Ahner, Peter Thier, jr., Richard H. Stern; governors at large, Ernest P. Kayser, William E. Staeger, William Rein.

#### Date Set for Metropole Costing Contest.

The Metropole Cycling Club's annual coasting contest, which is the one big cycling event held on Manhattan Island, and the one in which all ages and sizes of men are equalized, has been set for Saturday, June 11. It will occur, as usual, on the Lafayette Boulevard hill, and also, as usual, an attractive prize list, headed by several high grade bicycles, will be hung up. A. G. Ibbeken, 27 West 124th street, New York, has charge of the entries.

#### Rome Christians Form Club.

The cycling members of the Young Men's Christian Association at Rome, N. Y., met recently and organized the Y. M. C. A. Bicycle Club, with George Supplee as president, William Carr as secretary and Leo Titus as treasurer. The club will hold runs once or twice a week during the summer.

Real motor bicycles, which run around a flanged track, the riders paying penny fares, are the latest novelty in "merry-go-rounds." They have made their appearance abroad.

#### Vailsburg's Card for Tomorrow.

The feature of to-morrow's card at Vailsburg is to be the "Record Smasher," a two mile professional race, with four prizes at the finish, and lap prizes of \$5. The competitors will be started in four lines, graded according to their performances at Vailsburg this year, with Kramer, Root, Fenn and Menus Bedell in the last row. There will also be a one mile handicap, and another "Non-Winner's Scramble" at one mile for the professionals. The amateurs will have a five mile handicap and a quarter mile race, with a flying start. The novice event is to be half a mile.

#### Pierce Racing Colors Unfurled.

Frank L. Kramer and W. S. Fenn, members of the Pierce team for the 1904 Grand Circuit of the National Cycling Association, wore their new racing colors for the first time in the races at Vailsburg last Sunday. The shirts are of maroon silk with the words "Pierce Team" on both front and back. The name "Pierce" has the old familiar arrow running through it from end to end.

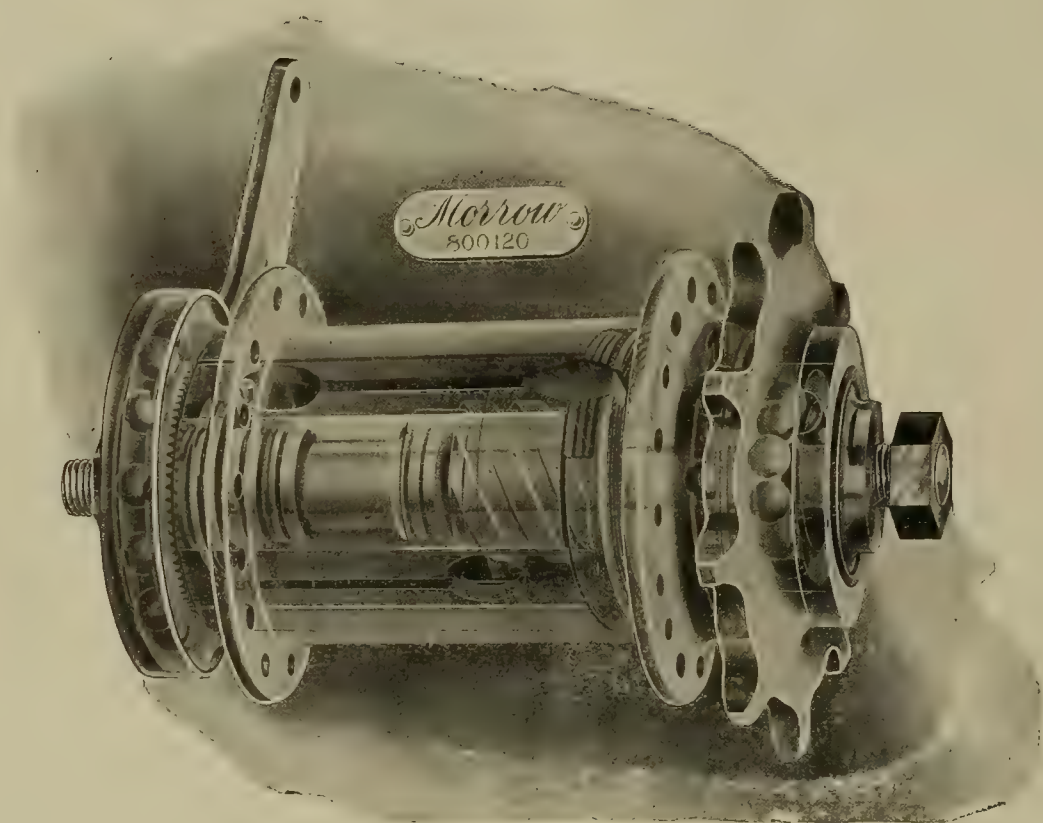
#### Buffalo Motorcyclists Choose Officers.

The Buffalo (N. Y.) Motorcycle Club completed its organization on Thursday, the 5th inst., by electing the following officers: President, Dr. Marshall Clinton; vice-president, H. Loverin; secretary-treasurer, Dr. Carlos E. Cummings; captain, James C. Knapp; engineer, Clarence Becker.



# “It’s a Winner”—

it always was one.



Sandy Hill, N. Y., April 25, 1904.

ECLIPSE MACHINE COMPANY,  
Elmira, N. Y.

Dear Sirs:

Your latest Morrow is certainly a winner. It is  
the most satisfactory brake and coaster I ever saw.

Respectfully,

L. E. SEXTON.



## STYLE IN RACING

### All Giants of the Path Possessed it—What it is and how Acquired.

Most things that are worth doing at all are worth doing well. Among these things cycling is to be numbered. Almost since the invention of the two-wheeled machine the praises of style in riding have been sung. To get the best results out of riding a good style must be cultivated; there are few cyclists fortunate enough to possess it naturally.

Of the giants of the past, both on track and road, nearly all have possessed or acquired style. Rowe, Hendee, Windle, Zimmerman, Bald, Taylor, Kramer—all sat their wheels like centaurs, and rarely, if ever, went to pieces even under the stress and strain of the fiercest battle. They ankled, their leg work was regular and scientific, their bodies kept steady as rocks. Every ounce of effort went into the pedals and did its part in propelling the machine.

That is racing, it will perhaps be said. True enough. But it would be idle to imagine that the same methods are not equally efficacious in road work; in fact, they are even more needed, and the rider who never "scorches" need not hug himself in the belief that he can get just as much enjoyment out of riding if utterly lacking in style, for exactly the contrary is the case. The racing man's effort is of a few minutes' duration only; but the road rider goes on for hours, frequently unconscious of the fact that only part of his effort is transformed into momentum.

Of the various attributes of style, the most difficult, if not the most important, is ankling. Commended by all writers on the subject, and almost universally admitted to be a requisite of stylish riding, it is the despair of many otherwise fine riders. It consists in following with the toe the course of the pedal as far as possible, instead of holding the foot horizontal and bringing pressure to bear on only a portion of the down stroke of the crank. As the latter approaches the dead centre the toe should be dropped and a clawing action take place, to be followed up until the crank is well on its way up again. It will be found that ankling will be particularly beneficial on uphill work.

The next point is to see that the waist becomes a line of demarkation between the active and inactive functions of the rider—that is to say, the legs, thighs, ankles and feet should be in constant and regular motion, while the trunk, the arms and the head should be maintained perfectly immobile, save for steering the machine. Pressure on the pedals propels the machine; all other action is wasted effort, and retards rather than increases speed. Therefore, the body, arms and head should be kept motionless, and the thrust on the pedals made from the thighs, the rider being seated firmly in the

saddle so as to take every advantage of his weight.

With many riders it is a temptation to pull on the handle bars, to work the body from side to side in unison with the pedalling, or to nod similarly with the head. This is most frequently done when climbing steep hills or when getting up speed. Riders who are perfectly steady at other times will fall into this fault when the need for extra effort arises. It is scarcely necessary to say that such a style as this is faulty, and should be discouraged in every way possible.

### Suggests Blinkers for Racing Men.

One of the Australian daily newspapers is greatly concerned over the habit racing cyclists have of looking back over their shoulders while racing, as the following will show:

"The action of the stewards at Adelaide



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

in fining McFarland five shillings for looking behind him during his heat of the Northcote Stakes was highly commendable. It is a dangerous habit and has caused more smashes on the cycling track than anything else. Moreover, it is a habit which, once contracted, the ordinary cyclist seems unable to leave off. Blinking is nothing to it, and it seems to be more insidious than the blinking habit in women. Major Taylor never turns his head over his shoulder; he bends down and looks under his arm. This isn't so easy to notice, but it is just as dangerous, and a new rule should be passed by all the cycling leagues that any rider caught looking back under any circumstances should be compelled thereafter to ride in blinkers."

A Grand Rapids (Mich.) scribe propounds the following plaintive query: "The claims of the dealers that the sport of cycling is reviving will be accepted, but where, oh where, are the eloquent masculine legs that used to be displayed in bicycle hose?"

## WALTHOUR WRITES HOME

### Confirms the Reports That he has "Struck it Rich" and is in High Favor.

Robert Walthour has written to Gus Castle, an Atlanta friend, telling of some of his experiences, and incidentally proving that F. L. Howe, of Boston, was mistaken when he made the announcement recently that Walthour would be back in America inside of a month. The Berlin races in which Walthour was victorious were described in last week's *Bicycling World*, but Walthour's comments on the track and some of his possible competitors are interesting.

He says the track at Sports Park, Friednau, where the races were held, is the worst one in Europe, and that in the hour race he broke all of the former records for the course. When he had finished the hour contest, the usually phlegmatic German spectators gave him as great an ovation as he received when he won the six day race last December in Madison Square Garden. Many of them swarmed onto the track and took the Atlanta man on their shoulders and carried him around the enclosure. When the excitement had subsided the track manager asked Walthour if he would not oblige the forty thousand spectators by riding around the track twice. Walthour asked if his friend heard the noise in Atlanta that the spectators made, as it was plenty loud enough.

"I see from an Atlanta paper that I am after Tommy Hall," Walthour continues. "This is a mistake, for Hall has been defeated by all these riders, and is now considered a second rater over here. I have defeated the best riders in Europe, Robl, Rysler, Contenet, Dangla, Buisson, Salzmann, Bruni and Demke among others. All victories; no defeats. I ride a French bicycle for the first time on the 17th. This may make a difference with me, riding a strange machine, but barring this and accidents, I will win sure. I have big contracts here with bicycle and tire makers and plenty of races to keep me busy all the year. If I live I will be home about September and will ride my first race in America at Atlanta. I hardly expect to race any in the North, as it will be fall and the season ended when I get back."

### Denver's Track in Doubt.

Denver is to have its twenty-five-mile road race on Decoration Day, but from present indications it is not likely the proposed eight-lap board track will be built this year. The road race will be run under the management of J. A. Payment, and will be twelve and one-half miles out and back, over the same course upon which W. W. Hamilton became famous. The first time prize will be a diamond valued at \$125, and high bicycles and Persons saddles will be put up for the place prizes. E. W. Smith, of Colorado Springs, and Louis Sanford, H. Wahrman, G. Boyd and George Stone, all of Denver, have already entered.



**Houry's New Alloy.**

For parts having to resist great tensile and torsional strains, the European automobile industry is beginning to employ a bronze known as formetal, which does not oxidize and is not affected by weak acids. The inventor is a Parisian, M. Henri Houry. The alloys consist of the usual elements constituting bronze and brass, with an addition of certain metals of high mechanical resistance, which enter into chemical combination with them. Tested at the Conservatoire des Arts, at Metiers, and by the Contiole le Marine, formetal gave the following results, which are remarkable for bronze castings: Breaking strain, 43 kilos per square millimeter; tensile strain, 27 to 28 kilos per square millimeter; elongation, 40 per cent. Rolled in bars, the metal withstood a breaking strain of about 60 kilos, with an elongation of 24 to 25 per cent. The metal is very easily worked in the lathe.

**Making Headway in Siam.**

Apparently the bicycle is working a revolution in the Far East as regards breaking down the traditional seclusion of women. The Queen of Siam is described as an ardent cyclist, and rides abroad attended by ladies of her court. In Burmah, too, the pastime has become popular. There is no reason, however, for these Oriental ladies to adopt rational costumes; their ordinary dress includes trousers.

**The Week's Patents.****PATENTS FOR THE WEEK.**

758,058. Tire Inflator. Fernando H. Geisler, Dayton, Ohio. Filed March 18, 1903. Serial No. 148,438. (No model).

Claim.—1. In a pump for pneumatic tires, the combination with a wheel and a frame to which it is secured, of a pump cylinder fixed to the wheel, a piston in the cylinder, a piston rod extending beyond the end of the cylinder, a plate fixed to the wheel and formed with a guideway through which the piston rod moves, a lever fulcrumed on the plate and engaging the piston rod, a spring engaging the plate and lever to force the latter in one direction, and means on the frame engaging the lever to move the same against the force of the spring.

758,251. Propelling Gear for Tricycles. Otto Heysohn, San Carlos, Costa Rica. Filed August 14, 1903. Serial No. 169,482. (No model.)

Claim.—1. In a hand propelled vehicle, the combination of a hand lever, a sector gear rigid therewith, a pinion engaged by said sector gear and rigid with a rock shaft, a crank lever connected to said rock shaft and having its crank arm extending therefrom, a transmitting lever having a slot into which said crank arm extends, and mechanism actuated by the transmitting lever to rotate the drive wheel.

758,336. Pneumatic Tire Cover. George T. Shilton and Albert Schultze, Greymouth, Westland, New Zealand. Filed August 25, 1903. Serial No. 170,662. (No model.)

Claim.—In covers for pneumatic tires, a base of canvas or fabric with wearing surfaces of rubber on both sides, small tubes

of vulcanized rubber secured to both edges of the canvas or fabric and extending throughout the circumference of the cover, and endless wires loosely threaded through the tubes, substantially as specified.

**To Clean the Motor.**

After each day's run it is advantageous to inject a teaspoonful of kerosene into each cylinder of the engine and give the motor a few sharp turns by hand; this will remove all "gumminess" from the cylinder walls and prevent the piston sticking. After about 500 miles' running, remove the sparking plugs and wash the engine out thoroughly by injecting about a wineglassful of kerosene into each cylinder; after turning sharply by hand for a few minutes remove the plug from bottom of crank case and allow all the waste oil and kerosene to drain off completely. Before starting the engine again it will be necessary to put about half a pint of lubricating oil into the crank case of a single cylinder engine, three-quarters of a pint into a double cylinder, one and a quarter pints into a three cylinder, and three pints into a four cylinder. This may easily be done through the examination hole in the crank chamber. The air regulator of the carburetter should not be altered after it is properly set; the engine starts more easily on a rich mixture, this can be attained by slightly flooding the carburetter.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. \*\*\*

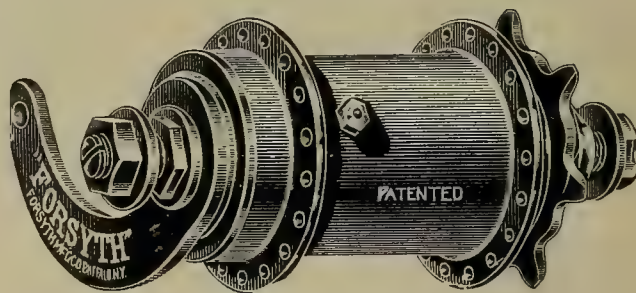
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REMAIN

**The Popular Favorites**

despite the ups and downs of the trade. Quality, not less than price, has made it easy for them to retain the premier position.

1901 CATALOGUE MAILED ON REQUEST.

**LIBERTY BELL CO., Bristol, Conn.****When you tell a Rider**

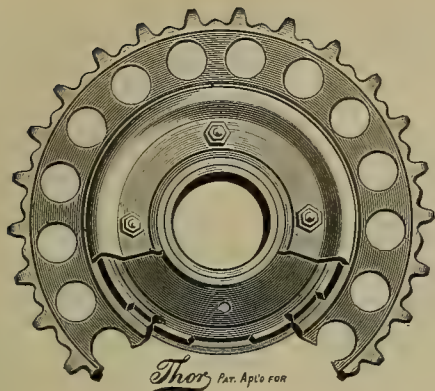
that the Coaster Brake you offer him is as adjustable as the bearings of his bicycle you tell him something that appeals to his common sense and that will help make a sale for you. You can say it of but one Coaster Brake—the Forsyth.

Try it! The result may surprise you and decide your Coaster Brake business for the year.

**FORSYTH MFG. CO.,**  
BUFFALO, N. Y.

SEABROOK BROS., 32-34 Featherstone St., City Road, London, E. C.  
Exclusive sales agents for Great Britain and Continental Europe.





## Thor Yielding and Compensating Sprocket

An Improvement equal to the Grip Control

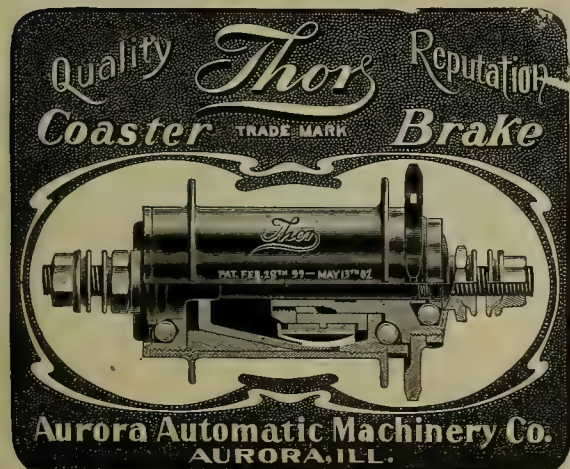
## Thor Motor and Component Parts

are unequalled.

## Thor Coaster-Brake Hub

In demand by all the Trade

DEALERS—Handle a line with an established reputation, and thereby secure and retain desirable customers



### Crab Creek Contributes a Wonder.

Crab Creek is responsible for "Dash." Not all the natives of the Creek can climb a ladder or descend one, but "Dash" can. The original inhabitants of the creek, after whom the creek was named and from which the settlement also took its name, never thought of having any dash, and it was about all they could do to climb over small submarine rocks. The times have changed.

Crab Creek is in Ohio. "Dash" is the nom de guerre of William T. Bausman. When Bausman was plain "Willie, feed the pigs and come to supper," he practised bicycle stunts about his father's farm at Crab Creek. Now he is a "bicycle wonder."

"Dash" is responsible for one of the latest bicycle "thrillers." He rides his wheel down a ladder 120 feet long. He begins a twenty weeks' engagement at Pittsburg the last of May. Later he will show further East in a new trick. He has been practicing jumping from the roof of the paternal barn at Crab Creek on to a ladder with his bicycle, and his new trick will be to ride his wheel down one ladder for about 25 feet and then jump through the air and continue his descent down a flight of stairs. There is nothing crablike about such movements.

## OILERS.

"PERFECT"



25c.

"GEM"



5c.

"LEADER"



10c.

"CROWN"



5c.

"STAR"



10c.

We make oilers for almost the entire trade. The quality of our oilers is unequalled.

CUSHMAN & DENISON MFG. CO., 240-2 W. 23d St., N.Y.

RIDE A

## Cushion Frame

MODEL.

The Highest Grade

OF BICYCLE CONSTRUCTION AND THE MOST

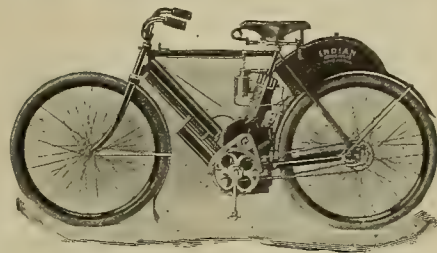
Luxurious Bicycle Made

ALL DEALERS.

# The Highest Tribute

to the

## INDIAN



is paid by its rivals every time they voice those old familiar statements:

"It's Just as Good as the Indian"

"It's Just the Same as an Indian"

"It's Just Like an Indian"

You hear them everywhere. To sell their goods they

## TRADE ON OUR REPUTATION

WHY?

## Ask Them Ask Indian Riders

The Indian is the only motor bicycle with a reputation—the only one that has consistently "made good"—that has publicly demonstrated its worth.

Is a "Just as Good" good enough for you when you can get the genuine at the same price?

## HENDEE MFG. CO.,

Springfield, Mass.

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as we shall insist upon our rights under the Tillinghast patent being respected, that patent having been sustained by the United States Court of Appeals.

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# The Bicycling World

## AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, May 14, 1904.

No. 7

### DEMAND GOOD AND GROWING

#### Manager Atkins Talks of Prosperity and Says Next Year Will be Even Better.

Arthur L. Atkins, manager of the Pope Mfg. Co.'s Western department, was among the visitors in New York this week. He smiled when asked the eternal "How's business?" question. Atkins has reason to smile. He is one of the men whose heart is with the bicycle, and no man in the trade has thrown more energy and ideas into the conduct of the business; the results have been in proportion.

"Of course, business has been good," he said in reply to the query. "The day before I left Chicago the orders for that one day totaled more than seven hundred bicycles. If people knew how many bicycles we have shipped and could visit our factories and see the quantities that are ready to be shipped, it would silence a lot of scepticism and convince them that the number of bicycles still being made and sold and used is very many greater than they possibly imagine.

"There is a revival of interest—a distinct revival. It is not a rush, but a slow and none the less visible growth. Our facilities are such that we are in a position to know it and to keep in touch with it and to speak with assurance. It is not merely because of new wheels that have been sold, but because of old ones that we know have been brought out of cellars and dusted off and put to use. The demand, too, is for our high grade wheels—the Pope policy was shaped that way—and the people who are buying them are the better class of people; the mechanics and working people can always be depended on for a certain volume of business in the cheaper grades, but this high grade trade represents in large part purchasers who seemed lost to cycling and who have been reclaimed. It has surprised me to learn how very numerous are the people who knew absolutely nothing not only about two speed gears, but about coaster brakes. They know nothing of what has been produced since they ceased to cycle.

"The best part of our business and the Pope policy is that while the effects are being felt this season, they will be felt in even fuller measure next year. What we have done and are doing insures it."

### Reading Standard Selects its Team.

The Reading Standard Cycle Mfg. Co. completed its racing team on Monday by signing John and Menus Bedell, who, by amicable arrangement, were released from the Pope Mfg. Co.'s Rambler team. As Harry Caldwell, "the Manchester Giant," had been previously re-engaged by the Reading Standard people, that they are now possessed of a team that will be heard of often goes without saying.

Last year John Bedell stood fourth on the Grand Circuit, with a credit of 17 points. These were for one first in a double point championship, two thirds and one fourth, and a fourth in a double point race. Menus Bedell won only one point, a fourth, in the 1903 championship table, but is showing remarkably improved form this year, being Champion Kramer's closest competitor.

Caldwell, who was the first American to ride fifty miles inside the hour, rode a Reading Standard racer when he made his great record last year and gave to the manufacturers the opportunity to advertise their machine as "the fifty-miles-an-hour bicycle." To the credit of the Reading Standard racer must also be given the good showing of David Mackay, a Newark amateur, who was a novice last year, but has shown a great improvement in his races this spring at Vailsburg, he being the winner of the five-mile handicap there last Sunday from the 150-yard mark.

### Verdict for Vending Company.

After deliberating for nineteen hours the jury in the case of the Manhattan Vending Company, of New York, vs. the Clawson Machine Company, of Newark, N. J., awarded the plaintiffs \$2,112.50. The defendants, however, have asked for a new trial. The proceeding grew out of damages arising from the alleged failure to work properly of a large number of nickel-in-the-slot tire pumps which the Vending Company purchased of the Clawson people during the dying days of the boom.

### Jobbers Will Meet in June.

After all, the jobbers—the National Cycle Trade Association—will not meet in St. Louis, as had been proposed and anticipated. The annual meeting—the third one—will be held in this city on June 22. The formal call has been issued, and the necessary committees are being appointed.

### INTEREST IN INDIANAPOLIS

#### Unmistakably Increasing and Effect Being Felt by the Local Trade.

According to C. E. Gibson, general manager of the Gibson-Short Cycle and Automobile Company, Indianapolis, the bicycle business in that city has not been so prosperous in four years.

"In spite of the extremely hard winter," he says, "we are far ahead of last year's business. In the past two weeks we have sold thirty new wheels, five of which have been motorcycles. A feature of the bicycle business this year that is quite noticeable is the number of ladies' wheels that are being sold. Only yesterday F. J. Grootendorst, of Bookoop, Holland, ordered a ladies' Racycle with cushion fork and cushion frame, to be shipped on next steamer. The demand this year is almost entirely for the better class of wheels.

"On May 30 we will follow up our revival run by holding a fourteen-mile road race, for which over a thousand dollars' worth of prizes have already been donated.

"Of course all this has not been accomplished without considerable work, but the results amply justify the expenditure of time put into it. I feel that we are in a measure indebted to Mr. Charles A. Persons and the Bicycling World for much valuable information that has helped us."

Harry T. Hearsey, the veteran bicycle dealer, confirms Mr. Gibson's statements. "The outlook for the bicycle business in Indianapolis is splendid," he said. "In fact the best in several years. We are making sales every day, and if the fine weather continues I have no doubt but that we will run far ahead of last year's business."

### The Demand in Detroit.

Manager Howard, of W. E. Metzger's bicycle store in Detroit, Mich., told a Bicycling World man last week that the reports of good business in Detroit are well founded. Already this season he has sold 225 bicycles, which is 25 more than had been disposed of at the same date last year. J. B. Trossel, another Detroit dealer, spoke in the same strain. Despite the long and severe winter, he is 50 wheels "to the good," as compared with 1903.



## BICYCLES FOR POLICE

### How New York Selects Mounts for its "Cops"—A Commissioner's Explanation.

About 5 o'clock on last Friday week the telephone bell in the *Bicycling World* office rang vigorously. It was Police Headquarters that called. The police gentlemen wanted the telephone numbers (not the street addresses) of those who sold bicycles in New York. The names were supplied and the police gentlemen referred to the telephone directory for the necessary numbers.

On Monday one of those whose names had been given, but who had received no message from headquarters, telephoned one of the deputy commissioners and made an appointment for the following day. On Tuesday the Commissioner had not much time to spare; he said he knew little about bicycles and could not very well listen to arguments, but would the caller send down a sample machine? The caller agreed. The price? Thirty-seven dollars.

"That is pretty high," quoth the Commissioner. "We can get the ——— for \$32."

"Well, if that's the case, and for the advertising it will give us and for the good of the police squad, I will let you have ours for \$31."

"Um-m! Well, send down a sample for inspection anyway. How many will we require? Twenty-six, and we will award the contract on Wednesday and must have the wheels on Friday."

The sample bicycle was delivered at headquarters within three hours of this interview. It was deposited in a room with a number of other "samples" and the would-be bidder's card sent into the Commissioner.

The Commissioner did not know the man or his bicycle! But the sample might be left, anyway. It was left.

On Thursday two or three bicycle cops dropped into this man's store to have toe-clips fitted to their brand new bicycles; they were to be used in the police parade on Saturday. The cops grinned when they were asked if the contract had been awarded.

On Friday the bidder in question called up the Commissioner and asked if he might send for the sample bicycle he had left "on deposit."

"We would like to keep it until Monday," was the persuasive reply. "The contract has not been awarded yet."

On Thursday of this week the bicycle was still at headquarters, to which a *Bicycling World* man paid a visit.

"When I was appointed on April 11, I found awaiting me nineteen different requisitions for a total of twenty-six machines," said Third Deputy Police Commissioner Harris Lindsley when the suggestive situation was remarked. "I sent for samples from several different cycle agents and dealers, and asked them to quote us prices on the twenty-six

machines which were needed for the use of the department.

"Bids were not advertised for on account of the small number of machines needed, and also because the annual police parade was so near that the machines could not have been secured soon enough. I have been a bicycle rider for many years myself, but did not care to make the selection of the mounts for the bicycle squad without learning what the men themselves preferred. I went up to Central Park one Sunday morning and found several of the bicycle policemen who did not know me and asked them what kind of satisfaction the machines they were mounted on had given them.

"They had been riding Wolff-Americans and told me that the machines had given entire satisfaction. They had found that the bicycles did not need much attention as to adjusting, and they could quickly get up speed when they were forced to sprint after an automobilist or a horseman who was violating the speed laws. The men had no idea at all of my identity, and I am sure their testimony was entirely unbiased. They told me further that in former years they had been troubled by the rear wheel adjustment of the Wolff-American, but that the present arrangement was stronger and simpler.

"After the different samples had been sent here for inspection I sent for one of the members of the bicycle squad and asked him for his opinion of the different machines. He told me that he thought the Racycle frame was too light and that the gear was too high. The Iver Johnson was not given much consideration, as it does not conform to the department regulations. All machines for the use of the bicycle squad must be enamelled black and have black rims, and the Johnson models which were sent here for inspection had red heads.

"About the only objection that I have heard to the Wolff-American was that the tires were too slow, but that seemed to be a simple matter to remedy. In addition to this was the fact that the Wolff-American was the only concern that was prepared to furnish the Police Department name-plates, which we had told the different agents must be supplied with any machines which were purchased. All of the offers named the same price, \$32.50 for each machine.

"I postponed giving the order as long as possible so as to give the agents an opportunity to come in and explain their machines and tell me why they thought their bicycles were suited for our uses. The Racycle man came here, and he was by far the best salesman of the lot, and the only man who appeared to thoroughly understand the bicycle he was selling. There was an offer from one concern of bicycles at \$26, but they did not send any one here to tell anything about the machines, and none of the men seemed to have ever heard of the bicycle before.

"Of the twenty-six machines for which requisitions had been sent in, twenty were

needed for the use of men who were to take part in the annual police parade last Saturday. The Wolff-American firm was the only one that could make immediate deliveries, and they received an order for twenty-six machines on Friday last. When the next batch of requisitions come in, I will be able to go into the subject more thoroughly and take more time in the selection of the bicycles before giving the order for their purchase. At present there are ninety-four men in the bicycle squad, seventy-two in Manhattan and The Bronx, twenty in Brooklyn and two in Queens."

### How Enamel is Removed.

Ever since the enamelling process took the place of the painted finish with which the early high wheels were decorated the removal of the coating when done on a small scale has been a slow and toilsome job. Even today, if you go into the average repair shop and ask how the enamel is removed from a frame or fork that is to be refinished, you will be told that a boy is set to work with an old knife, and with many scrapes and scratches made to remove the stuff from the tubing. This is the primitive method, of course, yet there are people who declare that it is still the best way.

In factories and large enamel shops, where many jobs of this character have to be done, an entirely different method is pursued. Vats filled with a strong solution of lye are used, and into one of these the frame or other part is plunged, and the enamel is eaten off. The particles that remain after emerging from the bath have been loosened by the lye and are easily removed.

Still a third method is sometimes made use of. This is to take a gasoline torch, such as is used for soldering, etc., and apply the flame to the enamel, care being taken to see that it does not rest on one spot a sufficient time to injure the tubing. The flame cracks and blisters the enamel, and it is then an easy matter to run over it with a dull knife and remove it entirely.

### The Retail Record.

Riverside, Cal.—Ziegart Bell, opened store.  
Richmond, Ind.—Barney Doherty, will open store.

Plainfield, Conn.—A. C. Edgerton, opened repair shop.

Newfane, N. Y.—Pettit & Pettit added a line of bicycles.

Bangor, Me.—Frank Michaud, opened store on Water street.

Corona, Cal.—R. Zeiger and F. Bell, new store and repair shop.

Utica, N. Y.—Goodenow & Morehouse, 50 Columbia street, dissolved.

Somerset, N. Y.—Robert Spencer, added a bicycle exchange to his harness store.

Conway, N. H.—T. F. Hodgkins, new store and repair shop on Washington street.

Portsmouth, O.—William F. and C. E. Woods, new repair shop on Porter street.

South Weymouth, Mass.—George Marshall, bought out H. C. Jesseman's repair shop, on Columbian Square.

Penacook, N. H.—Geo. E. Sargent, sold out.  
Suffern, N. Y.—George J. Axt and Ferdinand Hall, will open repair shop.



## "LIBERTY BILL" A LAW

### Motorcyclists Freed at Last From Automobile Burdens—Credit Due F. A. M.

It now transpires that the motorcyclists "Liberty bill" actually was signed by Governor Odell and became a law on May 3. The report to the contrary which stated that he had merely signed the several supplementary repealing measures arose from the confusion of an Albany correspondent who should have known better.

The "Liberty bill" is, of course, the Hill-Cocks automobile law, which exempts motorcycles from its operation, and thereby effectively divorces them from the big, heavy four wheeled motor cars with which the previous law coupled them. Motorcycles have now substantially the same rights and are in the same category with pedal-propelled bicycles. They are no longer subject to license fees and are not required to display tags or numbers of any sort, and their riders are also freed from the crushing fines and imprisonment penalties which may be imposed on automobilists.

The enactment of the law is the first big victory for the motorcyclists of this country and one, the importance of which, it is feared, is not sufficiently appreciated. Every whit of the credit for the victory is due the Federation of American Motorcyclists. It began its work last October by quietly canvassing the candidates for the legislature and had a law of its own well in hand when the Automobile Association broke faith and without notice had the Hill-Cocks measure introduced; at that time it included motorcycles in its provisions, but when Chairman Schwalbach, of the F. A. M. Legal Action Committee gave the automobilists the choice of so amending the bill as to exempt motorcycles or of having a fight on their hands that would imperil the whole bill, they quickly ceased to be "cocky" and amended the act accordingly. The F. A. M. followed it closely during its progress in the legislature and made a number of friends in that body who may be depended on in the future.

### French Duel Up to Date.

A duel of a novel description took place last month in Paris. Two youths of seventeen, named Maltier and Lamont, lost their hearts to a certain Eugenie Parville, and arranged to decide the matter by duel to the death. Maltier had a sword cane, but Lamont was only possessed of a knife, and the difficulty was to arrange the details so that both would get an equal chance. Finally Lamont, who possessed a bicycle, suggested a way out of the difficulty. It was arranged that Maltier was to take his stand 100 yards away with his sword drawn, whereupon Lamont was to mount the bicycle and charge at his adversary.

This extraordinary contest was actually carried out during the night in a street in

Grenelle, before a crowd of friends of the duellists. Lamont charged at full speed at his opponent, and not only knocked him down, but succeeded in wounding him on the head with a pedal. He, however, received two severe wounds himself from the sword in the operation. At this stage of the proceedings the police arrived on the scene, and both youths are now lying in the prison infirmary.

### Planning the Motorcyclists' Meet.

That the people of Cambridge, Md., are lending themselves spiritedly to making the annual meet of the Federation of American Motorcyclists, July 8 and 9, a success is evidenced by the fact that the Merchants and Manufacturers' Association of the city has interested itself in it and will aid in the arrangements.

In connection with the endurance contest which will finish at Cambridge on the evening of July 7, the F. A. M. is planning a touring section which will leave New York a half day in advance of the participants in the contest; the idea is to have the tourists keep a half day ahead of the latter. Dr. F. A. Roy, the New York member of the F. A. M. tour committee, is in charge of this detail.

### To Block Bridge Path Grab.

Opposition by the cyclists to the proposal to grab the cyclepath on the new bridge for the use of a moving platform scheme is taking shape.

On Wednesday night the directors of the Century Road Club Association adopted resolutions protesting strongly against the plan and also calling on the Alderman in whose district the association's clubhouse is located to oppose the grab.

George C. Wheeler, chairman of the streets and roads committee of the Associated Cycling Clubs of New York, in an interview with the bridge officials was assured that the plan "as submitted" would not be accepted.

### Changes in Pope Team.

George H. Collett, of New Haven, and Charles Hadfield, of Newark, have been signed as members of the Rambler team of the Pope Mfg. Co. The Bedell brothers were slated for places on the Rambler team, and the vacancies created by the Lynbrook riders signing with the Reading Standard Mfg. Co. have been filled by the addition of Collett and Hadfield. J. Frank Galvin, of Hartford, has been signed for the Tribune team in place of J. J. McKinnon, of Boston. Galvin was a member of the Tribune team last year, and finished ninth in the N. C. A. points table for the championship.

### Walthour to Leave Wealth for Home.

Despite the glowing stories of the princely fortune he was accumulating abroad, Robert Walthour is coming home, and very much sooner than any one had anticipated. He expects to sail from Cherbourg on the Kronprinz Wilhelm on the 18th inst. He imparted the news in a letter to the Pope Mfg. Co. which was received early this week.

## GOOD INCREASE IN FRANCE

### Statistics Show Cycling's Steady Growth—Motorcycles as Numerous as Automobiles.

As disclosed by the Government report of vehicles licensed during 1903, the use of bicycles in France shows no signs of diminishing. The statistics show a total of 1,310,223, an increase of 103,481 over the year 1902 and 826,809 more than in the year 1898. The greatest increase in the number of bicycles took place in 1898 to 1899, when it rose from 483,414 to 838,856. That was the year when the demand for bicycles in the United States fell from an unnatural height to a still more unnatural depth.

Even more surprising, however, is the number of motorcycles in use. Although it is the automobile that is in the public eye, the report proves that there are but 70 more motor cars in use than motorcycles—19,886 as against 19,816.

Motorcycles are classed by the French administration with the bicycles, being defined as "velocipedes provided with a motor engine," and heretofore the statistics did not make it clear how many motorcycles there really were. The figures for 1903 will therefore come as a surprise to very many persons.

### Hendee Against Road Racing.

"There is one thing we think should be discouraged," said George M. Hendee, president of the Hendee Mfg. Co., who was in New York on Wednesday, "and that is motorcycle road racing. As a sport it is too dangerous, and is likely to do more harm than good. A straightaway mile trial on a perfectly straight road should be the limit."

### Bardgett Coming Home.

Walter Bardgett will probably return to this country during the last part of June from France, where he has had a fair share of success. His most notable victory was scored at the Canning Town track in London, where he won a four cornered match race from Rutt, of Germany; Jenkins, of England and Hinz, of Russia.

### Renewed Club Run Interest.

The renewal of interest is showing itself in the Sunday runs in this vicinity of the Century Road Club Association. Last year 25 men was considered a good turnout; this season the smallest attendance at any run has been 46.

### Walthour Wins Grand Prix.

According to a cable from Paris, Robert Walthour won the Grande Prix de France in that city last Sunday from the best European motor pace followers.

### Bicycles for S. P. C. A. Men.

The Massachusetts Society for Prevention of Cruelty to Animals has voted to purchase bicycles for the use of its prosecuting agents.





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NEW YORK, MAY 14, 1904.

## The Prostitution of Amateurism.

In the annals of amateurism never has that branch of sport sunk to such degrading depths and been so reeking with the slime and filth of a maladministration as is to-day the case with cycling amateurism as conducted by the National Cycling Association of the United States.

For more than a year it has smelled to heaven, and none has been more cognizant of the rotten state of affairs than those N. C. A. officials who are popularly supposed to regulate and keep pure the sport.

As a matter of fact, during all of last season the sport ran riot and was permitted to practically run itself. Small pretense of regulating it was made; unsanctioned meets without number were run without penalty; amateurs often and openly flouted and even hurled oaths at N. C. A. officials, and have openly asked for and accepted cash, not once, but many times. In Boston and Providence the fact was so well known that it

became a laughing matter. It is almost as common property that while he did not directly accept money, the amateur champion himself had the value of all prizes he won remitted to the N. C. A. chairman, who banked the funds and honored and paid such bills for merchandise as the champion rendered during the year.

For these and other confessed lapses, N. C. A. officials pleaded stress of other duties and promised that this year they would "be good" and make an earnest effort to properly fill their offices. Because of this plea criticism was withheld. The officials then made an outward show of housecleaning by professionalizing a number of tainted amateurs, and later—and without outward show—quietly reinstated them. No reasons were advanced, one of the officials remarking that publicity would serve no good purpose.

The stench was already sufficiently nauseating when last week it leaked out that Melvin T. Dove, the New York negro rider of some notoriety, had been whitewashed and restored to the amateur ranks. Action in Dove's case is so absolutely disgusting that words fit to characterize it are hard to find. It lays bare the entire rottenness and impotency of the N. C. A.

Dove is not an amateur either in fact or in spirit. He himself makes no secret of it. He has boasted that he has always sold his prizes and has accepted cash whenever and wherever he could get it. He has sought in every way possible to have himself declared a professional, but to all of his repeated violations of the amateur rules the N. C. A. turned a blind eye until the last six days race in Madison Square Garden. On that occasion the negro attained the goal of his ambition. He rode as a professional, "teaming it" with another negro, "Woody" Hedspeth. They won no prize, but were paid money for training expenses and "appearance."

Until last Sunday it naturally was supposed that Dove was still a professional. But on that day, without preannouncement, he reappeared at Vailsburg in the amateur events. President Batchelder, of the N. C. A., refereed the races and confirmed the reinstatement of the negro.

This is the case in a nutshell. While the malodor is strong enough to offend the nostrils of even a rhinoceros, it is made to smell the louder by the attempted explanations of N. C. A. men.

They wave the old, time worn agreement with that paper organization, the American Racing Men's Union, as their chief defense. The agreement, as is fairly well known, re-

cites that no negro, Major Taylor only excepted, shall be permitted to ride as a professional. Perforce, if Dove is permitted to so ride, the white men who race on bicycles for a livelihood will "strike" and forego their livelihood, and the Vailsburg track become a barren waste. This is the "explanation" advanced.

But it is not an explanation; it is a disgraceful confession of the N. C. A.'s impotency and inability to fairly and decently control and regulate the sport it set out to control and regulate. Instead of being a power, it admits that it is at the mercy of a so-called "union." We hold no brief for Dove or any other negro, and have decided views on the color question, but both the N. C. A. and the white men of the paper "union" made their agreement a frazzled rag and compromised themselves by racing against Dove and his black mate in the six days race. Kramer, Fenn, Walthour, Leander, Butler, Munroe, Newkirk, Jacobson, Fisher, the Bedells, Krebs and several other white members of the "union" all competed against the negro pair without protest or objection of any sort. In the face of this fact anything the N. C. A. or the "union" may do or may say cannot be short of ridiculous. Attempted explanation can but serve to heighten the ridicule.

The Dove case merely brings the whole malodorous matter to a climax, and emphasises that American amateurism as it now exists is a howling and disgraceful farce. Cycle racing is being administered by the N. C. A. as a business, not as a sport, and amateurism is merely the swill pail or rubbish heap. It is damnable that it is so—damnable that sport has been so flagrantly prostituted because a few men racing for money object to competing with a negro professional, he can be thrown like a lot of rubbish at a lot of white amateurs.

It is because of faith in the sport and in amateur sport, and in behalf of the men, it matters not how few, whose efforts spring from love of sport and not love of lucre, that this protest is uttered. The spirit of amateurism is too precious to be throttled by a few men whose interest in it is shallow and as questionable as in shallow. If no one will arise to rescue it from the clutches into which it has fallen and which have soiled it until it stinks, then the organizations with which the N. C. A. is affiliated, both at home and abroad, can serve both America and amateurism, by calling the N. C. A. to an account.

If there comes no help of the sort, from



within or from outside, it may well be written that to be an N. C. A. amateur is equivalent to disgrace.

### The Weight Limit and Geer.

If they desire to leave an impression, opponents of the 110 pound weight limit for motor bicycles proposed by the Federation of American Motorcyclists must needs find a more logical and convincing spokesman than Mr. Harry R. Geer, whose letter is published verbatim in another column, and which he also mailed to other publications. Mr. Geer has a reputation for loving the limelight, and also appreciates keenly the benefits of publicity, personal and otherwise.

Mr. Geer's argument is merely a maze of labored contradictions born of the commercial partisanship which he imputes to the authors of the proposal, who, unlike himself, are not engaged in the sale of motorcycles of any sort. Were he less biased his communication might be accepted more seriously. When he says in one line that under the proposed rule but one American motor bicycle will be "illegible" to race, and almost in the next line adds that he is "well aware that there are several machines made in this country weighing less than 110 pounds," his illogic becomes so apparent as not to be considered argument.

When he talks of machines of more than 110 pounds being "bared" from competition he shows that he has not even properly read the proposals to which he refers. Such motorcycles can compete against each other or against 110 pound machines to their owners' content, but not in an open event, after January 1 next; thereafter when a motorcyclist enters an event of this sort, he will, if the proposed reform is instituted, have assurance that he will not be pitted against two-wheeled locomotives. The reform will, however, at once bar the heavy machines from the record table, and if Mr. Geer will only permit it to enter his head that abroad no record made on a machine weighing more than 110 pounds is recognized or accepted and that therefore many American records are, and in the absence of the weight limit, will be without standing, he will at least begin to obtain an idea of what is meant by the expression "placing America on the same basis with France and England."

When he voluntarily undertakes to "speak for thousands of riders" in "considering" the 110 pound motor bicycles impracticable for American roads Mr. Geer acts the part of a

Tooley street tailor and with less sincerity of purpose. He not only utters the most arrant nonsense, knowing it to be nonsense, but unconsciously he belittles the very manufacturers with whom he seeks to curry favor. We refuse to hold them to cheaply or to believe them so lacking in ingenuity.

If it is true, as Mr. Geer asserts—and we do not doubt it—that "the money and the business in motorcycles is not from racing freaks or racing men" his fulmination must arise from either a "rush of air to the head" or a desire to see himself in print, since the reforms deal only with racing machines, although they ultimately probably will prove of influence on the roadsters as well. Unless they choose not to heed signs of the times, manufacturers and riders not concerned with racing are not affected in any way; and if, as Geer says, the former have "enough encouragement from the fact that they need the money," it is pertinent to add that they—and Geer, too—will get more of the money, and sooner, if they accept and heed the proposed reforms in the spirit in which they were offered, and which come not from men with axes to grind and causes to plead or goods to sell, but from riders of experience and intelligence, who believe they know what is best for riders, and who have the experience of all Europe to back them up.

The ponderous motor bicycle which cannot be lifted, save by Samsons, and which, when stopped on a hill or in mud or sand, bring their riders to the verge of exhaustion, apoplexy or heart-burst, and which ultimately require two men and a derrick or a horse and wagon to move them, have had their day. Geer knows; he has had experience with them. They have weighted motorcycle progress, and stern and unpleasant as is the truth, it is well that it be faced and faced right now. The motor bicycle to be commercially successful must be weildy. If anything, the limit of 110 pounds is too generous.

Repugnant as it is to the feelings of most riders to walk a hill, it is infinitely better to do so than to strain one's self and suffer from the after effects for days or weeks. The aim of the average rider is to get pleasure out of the wheel, and however much the esprit du corps may urge him to conquer even the most formidable grades, he certainly is not obtaining pleasurable riding thereby. Therefore, we would urge upon cyclists to use moderation in their runs—to stop short of riding "all out."

### Weight Limit for Motor Bicycles.

Editor The Bicycling World:

I note in your current number, page 171, article entitled "Busy Session of the F. A. M." I am really surprised to note same. I believe motorcyclists who are fair minded, and especially the manufacturer of the Hercules, Thomas, Mitchell, Orient and several others, would make a vigorous protest against the 110 lb. limit.

If the builders of light machines or the riders, are afraid to compete against the large ones, they should stay out. It would be a better plan by far to make a class for 110 lb. machines, one for 150 lb., and one for the freaks. The majority of machines manufactured in America and those with the best reputations and with the longest records, exceed 110 lbs.

There is only one machine made in America to-day illegible to a race under the 110 lb. limit, and that is the Thor or any of the machines on the American market using Thor parts and Thor engines. Such as the Indian, Warwick, Reading and dozens of others. We might just as well say we will recognize no record unless made with the Aurora Automatic Machine Co.'s motorcycle.

The article also states it puts on the same basis as Great Britain and France. I desire to protest this statement. It does not put us on the same basis. We never can get on the same basis, because American machines are made for American people to ride on American roads and the ordinary 110 lb. machine is considered by thousands of riders to be impractical for American roads, notwithstanding the fact that there are a great many riders who swear by the light machines. The money and the business in motorcycles is not from racing freaks or racing men; it is from the men who buy for road work, and if you limit it to 110 lbs. any man owning an ordinary moderate weight motorcycle, such as the Orient or Mitchell, is bared from competition. He cannot afford to buy one machine for the road and one for racing. It is an injustice to American manufacturers and to the American public to insist on 110 lbs. weight limit.

I am well aware there are several machines made in this country less than 110 lbs., but they can never hope to compete with the Thor outfit. It appears to me as if the F. A. M., of which I am a member, as well as being on the competition committee, are trying to hand boquets to some particular manufacturer.

The talk about encouraging a reduction of weight among manufacturers is all nonsense. The manufacturer has encouragement enough from the fact that he needs the money. HARRY R. GEER, St. Louis, Mo.

That a pleased customer is a dealer's best advertisement will scarcely be gainsaid, and this is the season of the year when advertisements of this kind are doubly valuable.



## VAILSBURG HISSES LEE

**For Twiddling his Fingers at Billington—  
Kramer Accounts for Another First.**

The generally obliging long markers showed an unusual lack of consideration for Kramer, Root, Fenn and the other short mark men in the one-mile professional handicap at Vailsburg last Sunday, and the best the champion could do was to finish sixth, though he was not disgraced, for the time of the mile was 1:55, Fogler winning from the 120-yard mark. The champion came into his own in the two-mile "record smasher," however, and won by a length and a half after a hard race. Floyd Krebs, the Newark "Flying Dutchman," graduated from the "non-winners" class by taking the one-mile race provided for riders who had not won a first at the track this year. There were several surprises in the amateur events, Schlee, spoken of as "never good for anything under five miles," proving the fallacy of the assertion by winning the quarter-mile, flying start, race after Lee had run off the track, while the five-mile handicap went to Mackay, who rode as a novice last year at the Belleville track. Burton Downing, brother of Hardy Downing, the professional, and Carl Lemberg, both of San Jose, Cal., made their first appearance before a Vailsburg crowd, but were not in condition for hard racing. Iver Lawson received a great reception from both the grandstand occupants and bleacherites when he was introduced to them and his Australian victories mentioned.

The big race of the day was the two-mile "record smasher" for the professionals, which had lap prizes of \$5. Instead of lining the men up in the regular manner, a new system was tried, with the riders divided into three groups and sent away five seconds apart. Benfer, Fogler, Guery, Achorn, Dolbear, McConnell, Glasson, Lake, Galvin, Kremer, Meade and Blizzard were the first lot to be started, being followed five seconds later by Kastendieck, Dorlon, Collett, Schreiber, Newkirk, Tom Butler, Hadfield, Krebs and Jacobson. The five best men, Kramer, Root, Menus Bedell, Fenn and John Bedell, were the last ones to get the word, ten seconds after the first twelve men had started their race for the \$5 lap prizes. Kramer and Fenn, Root and Hadfield, the Bedell brothers and Newkirk and Jacobson elected to team for the race. Blizzard was the first contestant to put one of the big lap prizes to his credit, leading the first time around. The two last groups to start closed during the first quarter of a mile, but the first lot to get the starting signal stayed away from the others until more than half the race had been ridden. Glasson won the second lap and Fogler the third. Fogler secured a long lead when he won his first lap prize, and kept on and won another lap prize, the one at the end of the first mile. Hadfield pulled the faster bunch up to the others in the fifth lap and won the prize for that lap. Krebs made a great

sprint and won the sixth lap, and Glasson added another \$5 to his bank account by taking the prize for the seventh lap. When the bell rang Root, Newkirk, Fenn and Kramer were following Glasson in the order named. Root had gained the lead by the time he began the last eighth of a mile, but Kramer sprinted around the Bostonian on the last turn. Kramer won by a length and a half from John Bedell, whom he had paced into second place. Root was half a wheel in advance of Menus Bedell at the tape, but the judges said the Lynbrook man had finished third.

The one-mile handicap was run before the "non-winners" event, and Fogler could not start in the latter race, though perhaps he was just as well satisfied. There were twenty-seven starters in the handicap, with Dolbear and Meade the limit men out on the 180-yard mark. Fenn made a game effort to pull Kramer up on even terms with the long markers, but was forced to sit up after riding half a mile. Kramer kept at his work, but was more than ten lengths behind Fogler when the Brooklynite crossed the tape. Newkirk led into the stretch, but Fogler fairly romped around him and won by five open lengths. Achorn, of this year's crop of professionals, defeated Lake by a narrow margin for third. Kramer did not feel so bad about not overtaking Fogler when he was told the race had been ridden in 1:55.

There were still eighteen professionals who had failed to capture a first this year at Vailsburg to line up for the one-mile "non-winners" event, with Newkirk and Jacobson and Krebs and Glasson teaming. The lap prizes were won by Meade, Kastendieck and Jacobson. Following the latter at the bell were Newkirk, Galvin and Krebs. Krebs passed Newkirk on the last turn, and had a lead of three lengths when he entered the stretch. Hadfield and Schreiber gained on the "Flying Dutchman" in the race to the tape, but he had a length and a half advantage over Schreiber in front of the judges' stand, Schreiber passing Hadfield near the finishing line.

The quarter mile open amateur was divided into six heats, the winner only to qualify. Downing lost to Schwab in the first heat, and the best Lemberg could do in the second heat was to finish third, while Rupprecht won. Zanes won the third heat, Schlee the fourth and Goerke the sixth. In the fifth heat both Lee and Billington competed, and this heat produced an incident that did not add to Lee's popularity with the crowd or the racing men. In his eagerness to qualify Billington tried to sprint the entire distance. Lee had managed to get his opponent's rear wheel, and when they neared the tape he jumped around the "Pride of Vailsburg" and won rather easily. Just before crossing the tape Lee sat straight up, took his hands off his handle bars and laughed at Billington as they crossed the line, being nearly defeated for his bravado. After they had passed the grandstand, Lee turned to Billington and put his fingers on his nose and made some slighting remark to

the man he had just defeated. His action was plainly visible to all the spectators, and he was well hissed when he dismounted to go into the training quarters. Lee's victory in his heat did not do him much good, for he rode off the track in the final. Schlee went to the front at the eighth pole, and was never headed, though Goerke did his best. Schlee had a length and a half lead at the tape, while Goerke was several lengths ahead of Zanes, the third man.

Billington and Lee ran into Spain in the last lap of the five-mile amateur handicap, which had fifty-three starters. Their accident did not affect the result, as they were yards behind the leaders at the time it occurred. Kluczek led into the stretch, as he had the previous Sunday in the amateur handicap, but David Mackay overhauled and passed him just at the tape, winning by less than two feet. Russel Powelson was the fastest of the thirty novices, and won the final of that race by two lengths.

### Summaries:

Half-mile novice—Won by Russell Powelson, East Orange; Gus Mussman, Cranford, second; Peter Miller, Newark, third. Time, 1:22.

Quarter-mile open, amateur (flying start)—Won by Charles Schlee, National Turn Verein, Newark; Oscar Goerke, National A. C., Brooklyn, second; James Zanes, Newark, third; O. E. Schwab, Roy W., Greenwich, Conn., fourth. Time, 0:31 2-5.

Five-mile handicap, amateur—Won by David Mackay, Newark (150 yards); W. J. Kluczek, West Orange (200 yards), second; C. A. Sherwood, Pellet Team, New York (200 yards), third; William Wilkins, Jersey City (325 yards), fourth. Time, 11:40 4-5.

One-mile handicap, professional—Won by Joseph Fogler, National A. C., Brooklyn (120 yards); Jed Newkirk, Chicago (100 yards) second; J. E. Achorn, jr., New York (140 yards), third; L. R. Lake, Brooklyn (140 yards), fourth. Time, 1:55. Lap prize winners, Dolbear (1), Blizzard (1) and Lake (1).

One-mile scratch, professional ("non-winners")—Won by Floyd Krebs; G. C. Schreiber, second; Charles Hadfield, third. Time, 2:11 1-5. Lap prize winners, Meade (1), Kastendieck (1) and Jacobson (1).

Two-mile open, professional—Won by Frank L. Kramer, John Bedell, second; Menus Bedell, third; E. F. Root, fourth. Time, 4:17 1-5. Lap prize winners, Fogler (2), Glasson (2), Hadfield (1), Blizzard (1) and Krebs (1).

### Walthour Wins and Loses.

Walthour's conquering European career met with a check on the 1st inst., not the man, but his motor being to blame. He was beaten in Berlin by Robl in a 100-kilometre race. When his pacing machine balked Walthour quit. The week previous, April 24, he won from Bruni and Brecy in a fifty-kilometre race in Paris.

The prize list of the Buffalo road race on Decoration Day suggests the palmiest days of the sport; it includes an automobile and a piano.



May Day "Revival Run" at Indianapolis, Ind.



## FIXTURES.

May 15—C. R. C. Ass'n. spring century run, race home from Valley Stream (Long Island).  
 May 28—Memphis, Tenn., 10-mile road race.  
 May 28—Worcester, Mass., 25-mile road race.

May 30—Portland, Ore., five-mile road race, also coasting contest.

May 30—Irvington-Millburn 25-mile handicap road race.

May 30—Grand Rapids, Mich., road race.  
 May 30—Denver, Col., 25-mile road race.  
 May 30—Dorchester, Mass., road race.  
 May 30—Chicago-Evanston road race.  
 May 30—Red Bank, N. J., Storck road race.  
 May 30—Baltimore, Md., 25-mile road race.  
 May 30—Salt Lake City road race.  
 May 30—Indianapolis, Ind., road race.  
 May 30—Detroit, Mich., 25-mile Belle Isle road race.

May 30—Terre Haute, Ind., 11½-mile road race; also coasting contest.

May 30—Colorado Springs, Col., 5-mile road race.

May 30—Buffalo, N. Y., 25-mile road race.

May 30—Bloomington, Ill., 14-mile road race.

June 11—New York Metropole C. C. coasting contest.

June 16—Bloomington, Ill., 8-mile road race, race and track events.

June 18—C. R. C. A. 50-mile road championship of United States and Canada.

July 2-7.—Annual endurance contest Federation of American Motorcyclists.

July 4—Bloomington, Ill., 14-mile road race.

July 8-9.—Annual meet Federation of American Motorcyclists at Cambridge, Md.

July 10—C. R. C. A. 50-mile open road race, Long Island.

July 28—Bloomington, Ill., 8-mile road race.

August 1-6—St. Louis Exposition meet.

August 18—Bloomington, Ill., 20-mile road race.

September 3—London, Eng., World's championships.

September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.

September 8-10—London, Eng., World's championships.

### McFarland Due Next Week.

Floyd A. McFarland and Hardy Downing are expected to arrive in San Francisco on Monday, May 16. Iver Lawson received a letter from McFarland this week in which the Californian wrote that he and Downing would be in San Francisco on the date mentioned. He did not write anything about Orlando Stevens, who remained with McFarland and Downing after Lawson left Australia, but Lawson thinks Stevens is with the other two. McFarland will probably be at Vailsburg on May 22, when Lawson is scheduled to ride an exhibition.

### Voigt Breaks Vailsburg "Strike."

As a strike breaker Manager Fred W. Voigt of the Vailsburg cycle track bids fair to earn a tablet in the Hall of Fame. Distant, though none the less distinct, rumbles of a strike by the professionals have been heard for some time, and recently the cash brigade requested that their prize list be extended. The track manager agreed to the mild mannered petition, and now announces that the Vailsburg track will have professional racing every Sunday all summer—the weather man permitting.

### Goerke Wins Military Championship.

Oscar Goerke, of the 13th Regiment, won the two-mile military cycle championship last Friday night at the Military Tournament, in Madison Square Garden, New York City. He won his heat of the one-mile championship the following night, but a punctured tire put him out of the final. Gus Perden, a member of the same regiment as Goerke, fell twice in the final. The one-mile military record had been 3:01, made by G. E. Schofield, of the 23d Regiment, and it was twice broken, once when Wanner, of the 23d Regiment, won his heat in 2:59 1-5, and later when C. Lediard won the final in 2:58 1-5. The one-mile handicap on Friday was won by Cranston, of the 47th Regiment.

#### Summaries:

One-mile handicap—Won by H. F. Cranston, 47th Regiment (40 yards); Gus Perden, 13th Regiment (40 yards), second; W. N. Reilly, 74th Regiment (40 yards), third. Time, 2:54 3-5.

Two-mile military championship—Won by Oscar Goerke, 13th Regiment; G. C. Cameron, jr., 8th Regiment, second; O. J. Devine, 13th Regiment, third. Time, 6:04 3-5.

One-mile military championship—Won by C. Lediard, 23d Regiment; W. Townsend, jr., 71st Regiment, second; H. F. Cranston, 47th Regiment, third. Time, 2:58 1-5.

Jed Newkirk is to abandon sprint racing and enter the motor paced field, according to Robert Thompson. Thompson is in Boston, and has made the prediction that Newkirk will defeat many of the riders for whom he has acted as pacemaker in races during the past few years.



## POPE'S RACING TEAM IDEA

**The Object Chiefly to Support the Sport and not to Monopolize the Field.**

"There seems to be an almost general misunderstanding, particularly among the professional racing men, as to the attitude of Colonel Pope on the racing proposition," said Alfred Reeves, manager of the Pope Mfg. Co.'s racing team, last Sunday at Vailsburg. "The impression seems to be that the Pope Company 'is out for the championship,' but that idea is all wrong and an utterly mistaken one.

"Many people appear to think that fourteen sprinters are to be signed by the Pope Company, with the sole idea of winning the professional championship for one of the riders mounted on either a Columbia, Tribune or Rambler. Of course, Colonel Pope and Mr. Winkley wish to see as many races as possible won on machines manufactured in the factories of the Pope Company, but the team is not to be signed with the sole idea of winning all the races possible.

"Colonel Pope has gone into the racing game for the purpose of having as many contestants at the various Grand Circuit and other race meets as possible. No attempt has been made to corner the racing market and secure all of the stars. One evidence of this can be seen in the case of the Bedell Brothers, who were members of the Rambler team last year, and were to have been on the same team again this year. The Reading Standard Co. wished to sign two riders for the National Cycling Association Grand Circuit, and the Pope Company told them to take their pick of any of the men whose names were on their list. The Reading concern asked for the Bedell Brothers, and I expect the contracts will be signed next Tuesday.

"When the Bedell Brothers have signed with the Reading Company two other men will be added to the Pope team, to take the places vacated by the Lynbrook riders. Any time that a manufacturer goes to Colonel Pope or Mr. Winkley and says: 'We would like to sign Iver Lawson and Floyd McFarland to ride our machines on the circuit, and will give them as good treatment as you,' they will be told to go ahead and sign the pair who did so well in Australia. Or, if a maker wishes to sign Root or Dorlon, or any of the others, the Pope Company will tell him to do so, and then another rider will be signed to take the place of whoever goes with the other concern.

"If the winning of the 1904 championship was the only goal of the Pope Company, they would have signed Kramer, Fenn, McFarland, Lawson, and have imported three or four of the fastest European sprinters, and there would not have been any chance for any one else. The Colonel has been noted for spending enough money to accomplish what he desired, and the Pope Company might easily have been able to outbid all the

other makers and secure men who have made their reputations on other concern's machines. Mr. Winkley was pleased when the Pierce Company signed Fenn as it assured him that another rider had been added to the list of regular competitors at the Grand Circuit races.

"Colonel Pope hopes to see a large number of men racing at all of the regular Grand Circuit meets, and that has been his sole motive in signing a team of fourteen sprinters and only one pace followers. There seems to be a revival of interest all over the country in sprint races, and it appears more than likely that many race meets will be held this year on mile and half-mile horse tracks throughout the country. If such meets are held, the popularity they will enjoy will depend to a certain extent on the number of men who will make up the circuit chasing party. That is why Colonel Pope and Mr. Winkley are so willing to allow other makers to have any of the men who have been spoken of as members of the Pope's Company's team."

### Mock Wins C. R. C. A. Century Race.

With 185 actual starters, the New York State Division of the Century Road Club of America ran its eighth annual spring century run last Sunday, giving it the title of the "first official century run over the new Williamsburg Bridge." To prove the title was warranted, the survivors' medals were embellished with a design of the new bridge. The course was from the Manhattan entrance of the Williamsburg Bridge to Coney Island, Valley Stream, Amityville, Hicksville and return, the end of the 100 miles being at Bedford Rest, in Brooklyn.

The first division of one hundred riders had G. W. Seward as chief pacemaker; the second division of fifty had F. R. Riley as pacemaker, and the fast division of thirty-five followed the pace set by Oscar Lenz. Henry Veit acted as captain of the run. The members of the fast division raced home from Massapequa to Bedford Rest, a distance of about twenty-eight miles, and Charles Mock led the field across the tape. The first ten finishers and their time are as follows:

|                       |          |
|-----------------------|----------|
| Charles Mock.....     | 1:29     |
| Joe Kopsky.....       | 1:29 1-5 |
| M. J. Eustace.....    | 1:29 2-5 |
| George Weirich.....   | 1:29 3-5 |
| H. Van den Dries..... | 1:30     |
| Harry Early.....      | 1:31     |
| H. C. Cook.....       | 1:31 1-5 |
| Fred E. Mommer.....   | 1:34     |
| A. G. Armstrong.....  | 1:37     |
| O. J. Nelson.....     | 1:40     |

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## BUSSEY'S BIG PRIZE

**Captures Motor Bicycle in Malden Road Race—N.C.A. Amateur Makes Best Time.**

Over the famous Linscott course sixty-nine amateur road riders raced ten miles at Malden, Mass., last Saturday in an effort to win a \$200 motor bicycle which was offered to the first man to cross the tape, and forty-three of the men finished the race. Carl P. Cubberly, an old timer, managed and promoted the contest. It was the first race held in many years over the course upon which Eddie McDuffie, Nat, Frank and Tom Butler and James Moran first became prominent. "Lon" Peck acted as starter.

W. H. Bussey, of Campello, a boyish looking member of the old Shoe City Wheelmen, of Brockton, became the proud possessor of the motor bicycle for the rider first across the tape. He rode a machine of uncertain age, with rusted spokes and the once bright enamel chipped from the frame in many places. With a handicap of 1 minute and fifteen seconds, he finished first in 24:42 actual time. Time prize honors went to A. W. McDonald, of Boston, who covered the ten miles from the scratch mark in 25:13.

One of the competitors was Emil Nelson, the fifth member of the family which has produced so many able road and track racing men, the others being Olaf, Fred, Johnny, who died as the result of a fall in Madison Square Garden, and Joe Nelson, who has recently abandoned motor paced racing. The latest recruit from the Nelson family finished behind the first twenty-four men who were entitled to prizes.

Among the sixty-nine contestants were seven riders who were requested to register for 1904 as professionals, but who had succeeded in convincing the N. C. A. board of control that they had been cruelly and unjustly treated. Having had the official embargo raised, the seven following riders competed in the race: A. W. McDonald, J. A. McNeil, J. S. Mellish, L. A. Stoughton and T. and D. Connelly, all of Boston, and Dow, of Lynn, Mass.

The names, handicaps and actual time of the first twenty-four finishers are as follows:

| Name.                              | Handicap. | Actual Time. |
|------------------------------------|-----------|--------------|
| M. S. M. S.                        |           |              |
| 1—W. H. Bussey, Campello.....      | 1:15      | 25:42        |
| 2—J. B. Coffey, South Boston.....  | 1:45      | 25:57 1-5    |
| 3—J. L. Mellish, Boston.....       | 1:30      | 25:42 2-5    |
| 4—Harvey Giles, Cambridge.....     | 2:00      | 26:12 4-5    |
| 5—G. E. Merritt, Dedham.....       | 1:30      | 25:52        |
| 6—W. D. McLaren, East Boston.....  | 1:45      | 25:37 2-5    |
| 7—F. Spear, Brockton.....          | 2:30      | 26:53        |
| 8—F. McPartland, Woburn.....       | 2:30      | 26:53 4-5    |
| 9—W. J. Berry, Boston.....         | 3:00      | 27:40        |
| 10—H. E. Chisholm, Malden.....     | 1:45      | 26:29        |
| 11—H. R. Myers, Salem.....         | 1:30      | 26:22        |
| 12—O. J. German, Woburn.....       | 2:00      | 26:52 2-5    |
| 13—Augustus Laskey, Everett.....   | 1:30      | 26:23        |
| 14—T. Connolly, South Boston.....  | 2:15      | 27:09        |
| 15—H. F. Abbott, Lynnfield.....    | 1:30      | 26:38        |
| 16—Forrest Clough, Waltham.....    | 2:30      | 27:43        |
| 17—A. P. Connors, Lynn.....        | 2:15      | 27:58        |
| 18—C. J. Wells, South Boston.....  | 1:45      | 27:31        |
| 19—H. A. Ellis, S. Framingham..... | 0:30      | 28:26        |
| 20—N. Gillis, Roxbury.....         | 1:15      | 27:15        |
| 21—W. McComiskey, Malden.....      | 1:15      | 27:31        |
| 22—Bennie Borden, Brockton.....    | 2:30      | 29:01        |
| 23—A. W. McDonald, Boston.....     | Scratch   | 25:13        |
| 24—J. A. McNeil, Roslindale.....   | Scratch   | 25:58        |



## The Genuine "Old Guard," That Attended Boston's "Revival Run."



One of the features of the Revival Run to Chestnut Hill Reservoir, Boston, on May 1 was the large proportion of veteran riders. Notable among these was the Boston Bicycle Club group, whose speaking countenances are here reproduced. It is scarcely necessary to say that the Boston club is the premier cycling organization of this country, or that its members are to-day, as they have been for more than a quarter of a century, con-

sistent road riders. As will be seen, they are a healthy looking, well-set-up group of men, appropriately and becomingly dressed, being in the latter respect in marked contrast to the Derby-hatted, long trousered section of the run participants, and even to many of the capped and knickerbockered riders.

The members caught in the snapshot are as follows: Top row—from left to right—A.

B. Bradstreet, W. W. Stall, F. H. Kelley, Quincy Kilby, Thomas Hall, J. B. Kelley, Augustus Nickerson, C. W. Smith, Charles C. Read. Second row—J. H. Young, J. J. Fecitt, C. I. Hill, Dr. W. G. Kendall. Kneeling—Clement Noble, W. H. Edmands, J. Green, J. S. Dean, "Papa" Weston, George Wright. Junior members—H. J. Edmands, Kenerton Dean, Benjamin Dean, Russell Dean, Sidney Dean.

### Three Millions for Smooth Streets.

Some interesting information concerning the work done and planned in the line of highway improvements in Greater New York was furnished at the May meeting of the Associated Cycling Clubs of New York by George C. Wheeler, chairman of the committee on streets and roads. Some of the information in the report is as follows:

"The Board of Estimate and Apportionment has authorized the macadamizing of Fort Washington avenue from the street near the Abbey Hotel to Broadway and from 181st street to 159th street and Broadway. This will give a new West Side route parallel with and of about the same length as Boulevard Lafayette.

"There has been \$3,000,000 appropriated for laying smooth pavements during the year 1904, divided among the different boroughs as follows: Manhattan, \$900,000; Brooklyn,

\$1,200,000; Bronx, \$300,000; Queens, \$300,000; Richmond, \$300,000.

"In addition to the above \$50,000 has been appropriated for repairing and renewing street pavements in the Borough of Manhattan.

Also \$15,000 has been appropriated to "defray the expenses of the City Improvement Commission for preparing a comprehensive plan for the beautifying and development of the City of New York." This involves the laying of considerable smooth pavements and the establishment of plazas.

Mr. Wheeler reported also that his committee had received a reply from the Park Department to the complaints made of the poor condition of the cyclepaths on Riverside Drive, and also the bicycle strips at 110th street and Fifth avenue, which are the only break in many miles of continuous asphalt. The Park Commissioner's reply was to the effect that these repairs will be attended to promptly.

### Buffalo's Big "Revival Run."

At Buffalo last Sunday cyclists turned out in great numbers to join the run held under the auspices of the Buffalo Cycle Trade Association.

The ride was from the City Hall to Humboldt Park and back, and 1,500 riders were in line. A clever idea for getting out the riders and keeping them in line was the offering of a number of prizes of \$5 each to be drawn for and awarded, some to men, others to women, and others to boys. At the start each rider was given a numbered ticket. At the end of the ride each person holding a ticket passed in review before the stand and dropped their tickets, the boys putting theirs into one box, the men theirs into another box, and the women theirs into a third box.

The affair was so successful that Grand Marshall John W. Henry has decided to hold a similar run with prize offerings every fortnight.



## OLD RIDER'S NEW THOUGHTS

**Finds the Modern Wheel a Revelation That Once Tried Will Reclaim Backsliders.**

Editor The Bicycling World:

Every man in the bicycle trade has probably asked himself times innumerable why more people do not ride bicycles. Every manufacturer certainly has propounded the query, "What can we do to induce people to ride again?"

Supposing that this last question has been fired at you many times is one of the reasons why I am addressing you, in the hope that my personal experience may shed a little light on the subject. What has made the problem so difficult, and the ways and means of solving it so unfathomable, is the fact that it is not a question of teaching people the merits and splendid qualities of the bicycle. This would be comparatively easy. The perplexing factor remains that the majority of people are, or think they are, thoroughly familiar with the bicycle, and have discarded it with apparently no idea of ever returning to it. Just why this should be so is inconceivable, but that does not help the matter any. In my own case, bicycle riding conjured visions of perspiring physical effort, of time and trouble in the changing of clothes, and of general uncomfortable exercise, so that it lost whatever charm it seemed to at one time possess.

Finally, at the urgent solicitation of one of the few men in the bicycle business who still has his heart in his work, I purchased a fine new Racycle (and you can cut the name of the wheel out, if you choose, as I have no object in advertising it, other than that it completely changed my ideas as to the labor involved in riding), but, after securing the bicycle, I still did not seem to be able to muster up enough courage or time to recommence riding. There seemed to be so many things to do, and, then, environment did not seem to permit it.

However, yesterday I took the "plunge," and am writing this before the enthusiasm induced has had time to cool. To begin with, I state, and my experience has covered a good many years, that the man or woman who has not ridden a bicycle for the last four or five years simply does not know what the high class bicycle of the present day is like. There is no more comparison between the wheels of several years ago and the up-to-date bicycles of to-day than there was between the first pneumatic tired safety and the old ramshackle cushion or solid tire antiquities of the still earlier days. Then, again, the method of riding is entirely different. Where formerly it was the general practice to "hit it up" at a pretty fair gait, the man who rides to-day is much more likely to ride in a saner manner; i. e., in a manner and in a style that gives him the greatest amount of physical benefit with the minimum of effort. As before mentioned, the vast improvement

in the machine itself greatly tends to this end. It rides so easily, the coaster brake is such a labor saving device, and the fact that the runs taken are likely to be of rational length, all tend to but one result—that of health, enjoyment of the bicycle and a more proper appreciation of its splendid health giving and fun giving exercise and sport.

I honestly believe to-day that if the average man could be induced to get on an up-to-date bicycle on any fine day, he would be reclaimed to the ranks, and his belief in the bicycle be so strengthened that it would not be affected as it once was by the passing of the fad and the action of the unthinking mob, which threw away one of the most grateful forms of outdoor enjoyment that God ever gave to man. While, from a commercial standpoint, I know that the majority of bicycles are, and will be, used for purposes

automobiles with what extra time I had), all seemed to make the taking up of the bicycle again an utter impossibility. However, an actual ride changed all this, and has made me see things as they really are, and I realize once again that "where there's a will there's always a way."

Starting from about the centre of the city, the way was short to Madison avenue, and up that thoroughfare to Central Park is a clear asphalt road all the way. Once in Central Park the ride is glorious. The quick spinning by of the carriage parade, the sense of speed and the exhilaration that comes of it, with but pleasurable effort, stirred the blood as it had not been stirred for a long time. Bicycle riding like this is simply not comparable with bicycle riding of the olden days.

A trip of a couple of times around the park, with its winding roads and its green fields stretching out, and past experience warned that this was enough for the initial attempt. Incidentally, I saw many things that had escaped my observation on previous rounds of the park.

Then, too, I was far from being a lone bicyclist, for there were a goodly sprinkling in evidence, and they were of a class that called one back to the once boasted time when every bicycle rider was a gentleman. Gentlemen they certainly were, in their attire and in their bearing; not in "long pants" or "flapping coattails," but all in knickerbockers and cleanly costumes that bespoke them for what they were—pleasure riders of a noble pastime that, so far as the general mass goes, has fallen on evil days.

But this fact suggests the thought from the writer's standpoint that perhaps it is better that it is so, for it brings a certain exclusiveness that is refreshing and a pleasurable knowledge that one is enjoying to the full what so many of the heedless are thoughtlessly missing.

Not the least of the several surprises which the day brought was the fact that on my return to the New York Athletic Club I found that it still maintained a bicycle room of generous proportions, and that it was fairly jammed with wheels. Of course, as a member, I knew that such a room existed, but I never even imagined that it was patronized to the extent that inquiry developed. I found that not only were the great number of wheels that I saw there used, but used constantly, and by some of the most substantial men in the city.

These few facts looked at by you from a trade standpoint may suggest some ideas to the men who make bicycles and to the men who sell them. One suggestion I venture to offer: Do not induce the man you are trying to reclaim as a rider to try aught but the very best bicycle built, and do not make price an incentive for purchase. Cheap bicycles have been the curse of the business, and the best, costing comparatively little to that expended for any other sport, is cheap enough to the man who would value an outdoor pastime combining health and enjoyment.

R. W. F.



NEW YORK BRANCH 214-26 WEST 47TH STREET.

of utility, it is not that class of riding I would call to your attention. It is the getting back of the pleasure rider—a thing hard to do, but in my judgment it can be done, and best done by simply getting that man on top of a wheel once more and letting him see what he has been missing.

Let the dealer get the names of his former customers, and supplement these by the names of possible riders. (By possible riders I refer to every healthy man of fifty-five years and under.) Some of these may argue against it; may laugh at the proposition, if you will, but it must be remembered that many times those who have come to scoff have remained to praise.

My own case is a fair example. Here, in a large city, with all of its distractions, the thought of riding a bicycle again seemed to me the veriest kind of folly. Aside from the reasons first mentioned, the "excuses" that it was too hard to get out of town; that the now numerous automobiles made riding much more hazardous than it once was (and with a predilection for riding in these same



**The Week's Patents.**

759,123. Means for removing the rubber tires of bicycles or other vehicles. Samuel Nicolson, Gore, New Zealand, assignor of one-half to William Hugh Paterson, Gore, New Zealand. Filed July 14, 1903. Serial No. 165,430. (No model.)

Claim.—1. In means for removing the rubber tires of bicycles and other vehicles, a pair of arms the extremities of which are

adapted to be passed in between the wheel-rim and the tire cover, in combination with means whereby such arms may be made to approach toward or recede away from each other in an arc of a radius approximating to the radius of the wheel-rim, as specified.

759,130. Bicyclist's globe. Arthur Rosenthal, Grand Rapids, Mich. Filed March 1, 1904. Serial No. 196,092. (No model.)

Claim.—1. In hollow-globe construction sections bordered with angle-iron forming solidly connected frames and intervening

network of band iron securely interwoven and the ends firmly secured to the angle-iron borders, and clamps for readily assembling and securely fastening the parts together, substantially as and for the purpose set forth.

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# The Bicycling World

## AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

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No. 8

### JUNE SHOULD INCREASE JOY

#### Reasons why the Month of Roses Should Bring Business With It.

"With half decent weather, I figure that the next six weeks should be almost a banner period," said an officer of one of the best known concerns in the trade, one day last week.

"Up to the middle of March, when the awful winter should reasonably have spent its severity, our sales were away ahead of last year. Then as the frigidity showed no signs of abating, and as the roads remained deep in snow and ice, agents began asking that their specified shipments be delayed, and, in several instances, absolutely refused to take goods when shipped.

"As a result business fell with a thud. We had no spring up to the very end of April, but within the past few days it appears to have arrived, or to be reluctantly arriving, and things have been on the mend. One of our agents who repudiated his order and left the bicycles in the freight depot, has since accepted them and has repeated his orders until they are now away ahead of his last year's business. There are several similar cases, and as agents are now moving the goods on hand, their 'repeat orders' are due, and within the next six weeks should make good the gaps of March and April."

#### Influence of the "Best Girl."

"It seems to me that all the old married men, myself included, are enthusiastic over cycling, and that it is only the youngsters who have 'cold feet' and that chiefly because their best girls ceased to cycle," is the observation of L. A. Howard, manager for W. E. Metzger, Detroit. "Acting on this belief, my main effort this season has been to get the best girl back on a wheel, and with the help of the local papers the effort is not proving vain. Our dailies are giving more space to cycling matters than for three years past, the result of our advertising with those that devote attention to the subject."

#### How Corson Saves Time and Car Fare

E. H. Corson, who is now "on the road" in New York State in the interests of the Hendee Manufacturing Company, is practicing what he preaches. He is using an Indian motor bicycle in lieu of railroad trains in making his rounds.

#### Red Tags for St. Louis Visitors.

In St. Louis, where \$10 per year is exacted from the users of motorcycles and automobiles who are also required to display a big numbered placard to prove that they have paid for the privilege of using the public streets, which others enjoy as an inherent right, the generous city government has decreed that visitors to the exposition may have the tag at cut rates, that is, for 50 cents, provided that a deposit of \$5 "as a guarantee of good faith" is also made. The residents' tag is of blue, the visitors' of red, thus rendering it easy to distinguish the native from the "imported" article.

#### Boys on Motor Bicycles.

"The increasing number of youngsters who are using motor bicycles is remarkable," said George P. Jenkins, who handles Marshes and Indians in New York, the other day. "I have already sold five of them to boys of fifteen and under, and have as many more sales in prospect, dependent on the lads' standing in school when the term ends and vacation time arrives. All of the boys are splendid riders, one of the most expert being a little fellow with a crippled leg. It is a demand that was wholly unexpected."

#### Selected for St. Louis Stations.

The Miami Cycle and Manufacturing Company, has selected J. E. Ruby, one of their Western travelers, to have charge of the Race cycle exhibit at the St. Louis Exposition. He is already at his post. The Hendee Manufacturing Company's display of Indian motor bicycles is in charge of that rare 'un, George W. Sherman.

#### British \$40 Model Makes Sensation.

The Swift Cycle Co., one of Great Britain's oldest and most prominent high grade concerns, has created a sensation by bringing out a \$40 model. The papers are filled with expressions of condemnation and criticism, chiefly because the action was taken in the height of the selling season.

#### Old Firm Cries Quit.

Lemont & Whittemore, Worcester, Mass., one of the veteran firms in New England, will retire from the cycle trade on June 1. "The great mental strain and a desire to give the other local dealers a chance" are the reasons given satirically by Mr. Lemont.

### SUSPENSION FOR MCFARLAND

#### Gets Three Years for Crooked Work in Sydney Thousand—He Reaches 'Frisco.

It may be safely said that when Floyd A. McFarland reached San Francisco early this week he was a much chastened individual. He had lots to think about during the voyage from Australia.

When he arrives in New York next week it is likely that he will view and not participate in the cycle racing of this year, or for the next three years, for, to make a long story short, before he left for home the Australian authorities handed him a punishment that will stagger even his fellow members of the "union," for which the N. C. A. entertains such tender regard or unwholesome fear, which is not definitely known.

The punishment is suspension for the long term of three years. The "lanky one" has plenty of company in his misery, as six others are also "hung up" for extended periods, viz., Larry Corbett, of New South Wales, two years; Hardy Downing, of San Jose, Cal., one year; D. J. Plunkett, of New Zealand, one year; C. Bathie and B. Kett, of Australia, one year, and H. Gordon, of Australia, six months.

The trouble grew out of the final heat of the Sydney Thousand, the great mile handicap, which was decided at the Sydney Cricket grounds on the night of March 23 in the presence of thirty thousand spectators. Only eleven riders started in the final, the four others, besides the suspended men, being Major Taylor, of Worcester, Mass.; A. E. O'Brien, Don Walker, the Australasia champion, and F. H. Scheps.

For this race the tremendous prizes of £750 for first, £100 for second and £50 for third place are annually hung up, the race in question being the second time it had been contested. Last year Major Taylor was on scratch in the race, but the big first prize was won by N. C. Hopper, of Minneapolis, Minn. In addition to the big purses offered for the final heat, £100 is divided between the winners of trial, semi-final and special semi-final heats, the total prize money amounting to £1,000 pounds, from which the race takes its name.

While the race was being run many of the



spectators thought there was a preconcerted plan to prevent Major Taylor from getting within sprinting distance of the long markers. All of the short mark men, with the exception of Don Walker and F. H. Scheps, seemed to be involved in the attempt to keep Taylor from having an opportunity to capture any of the big prizes offered for the first three riders to cross the line at the end of the mile.

Trouble began to brew before the race was fairly over. O'Brien, who had been second in the concluding sprint for home, entered a protest against Corbett and Plunkett. The three stewards and the referee met after the races to discuss O'Brien's protest, and Plunkett and Corbett were asked to tell their side of the occurrence.

Plunkett made an emphatic denial of any intentional foul, and declared that there had been no previous understanding between Corbett and himself against O'Brien. He admitted that he had bumped into O'Brien, but said it was entirely accidental, and that he had moved over so O'Brien would not be interfered with. O'Brien's protest was not allowed.

O'Brien appealed to the council of the League of New South Wales Wheelmen, which had a special meeting to consider the case. The special meeting of the council was the one at which testimony was heard from nearly all of the riders who competed in the race, and it was at the conclusion of their meeting that the seven men mentioned were suspended for the periods given. When the third prize was withheld entirely.

There had been many ugly rumors that some of the riders were in league with the large number of bookmakers who ply their trade at all the principal race meets in Australia. The meeting of the council was not open to the public, and what the members of the council found by the questions they asked of the riders can only be surmised. From the indications, it is believed that the reason the council was so severe in the sentences imposed was the discovery of some kind of an understanding between some of the riders and the principal bookmakers, and also that there was a preconcerted plan to deprive Major Taylor of any chance to win the great race.

Hardy Downing is reported to have said "he was the only man in the race who was not approached," and that he was entirely innocent of any wrongdoing. It was not until they saw the next day's newspapers that the men knew of the sentences imposed upon them. McFarland returned to Sydney at once in order to thrash the case out thoroughly.

Larry Corbett evidently did not take his suspension, with the resultant loss of £750, with good grace, for he instituted a lawsuit against Hugh D. McIntosh, secretary of the League of New South Wales Wheelmen, for the first prize in the race. It is said that the council of the league has been investigating some other races which they think had a suspicious look.

## FRENCH MOTORCYCLE CONTEST

### Paris-Bordeaux Reliability Run, 745 Miles, Completed by 24 Competitors.

Out of the fifty-nine starters just twenty-four of the contestants in the French motorcycle reliability trial, held April 22 to 26, inclusive, completed the trying journey of 745 miles, the heavy rains on the first two days having played havoc. Although held as a reliability contest, with rules requiring strict adherence to the legal rates of speed, and providing penalties for their violation, the last stage resolved itself into a virtual race between the leaders. In consequence penalizations, if not actual disqualifications, are looked for. It will take some time, probably several weeks, before the results can be figured out and made public.

The contest was organized by the French Auto Cycle Club, under the patronage of the "Chambre Syndicale des Constructeurs de Motocyclettes," for the purpose of demonstrating the practicability and reliability of the motorcycle in its present stage of development, and regarded especially as a touring machine. The contest was the outcome of the successful event of 1903, which, although much less ambitious, was conducted along the same lines. Two classes of machines were provided for—one for motorcycles having one seat, the other for motorcycles with two seats, but without differentials. In the first class entries were restricted to machines with a cylinder capacity not exceeding 333 cubic centimetres; the second to machines of 500 cubic centimetres capacity or under. No restriction was placed on weight. An elaborate system of sealing of parts was adopted, following the usual custom. The motors, carburetters, frames, forks and axles of the competing machines were sealed before starting in such a manner that they could not be changed during the course of the trial without risk of disqualification, the non-sealed parts alone being changeable. In addition to this, all machines running in the trial were compelled to carry pedals, brakes, silencers and mud guards.

A system of point earnings was adopted, the maximum which each competitor might gain being 230 points, to be counted as follows: Reliability and regularity of running, 200 points, and hill climbing, 30 points.

The machines had to be driven the entire distance by the same rider. It is worth remarking that the riders were a motley crowd, many of them being arrayed in long trousers without even leggings. Competitors were started one minute apart.

The course selected was the historic one from Paris to Bordeaux and return, a distance of just over 745 miles. This was divided into four stages, with a day's rest between the second and third. These stages were as follows: First stage, Paris-Tours;

second stage, Tours-Bordeaux; third stage, Bordeaux-Tours; fourth stage, Tours-Paris—a total of slightly over 745 miles.

The first stage, Friday, Paris to Tours, 160 miles, was completed by forty-three of the fifty-nine starters. The first man to finish was Foulon (Bruneau), who covered the course in 2 hours and 23 minutes. The last portion of the run was made in a rainstorm.

A heavy downfall of rain also marked the start of the second day's run, from Tours to Bordeaux, 212 miles. As twenty-eight men finished, it will be seen that the casualties were heavy, which is not surprising in view of the weather conditions. Olieslagers (Minerva) carried off the day's honors by finishing first, his time being 4 hours 56 minutes and 3 seconds. The roads were both heavy and slippery, and the marvel is that no serious accidents took place. A number of falls were recorded, but fortunately none caused serious damage.

Arrived at Bordeaux, a day—Sunday—was devoted to rest for which the riders were very grateful. The machines were exhibited to an admiring crowd in one of the "salles" of the Alhambra.

At 6 o'clock Monday morning the return journey was begun, thirty competitors getting away at minute intervals. The rain had ceased, the weather was perfect and the roads were in splendid condition. Good time was made to Angouleme, the first to arrive being Foulon (Bruneau); seven minutes later came Osmont on his F. N., this competitor having been distinguished throughout the run for a well sustained turn of speed. In the course of the next stage Osmont went to the front, and ran into the historical town of Poitiers a long way ahead of the rest; indeed, being in advance of schedule time, he was delayed a few minutes before being restarted. He did not hold his lead into Tours, however, Foulon being the first man in. Owing to the excellent state of the weather and roads no casualties of importance were recorded, and of the thirty-one starters on this day only three or four dropped by the wayside.

The arrival at Paris on the final stage was awaited by a crowd from an early hour in the afternoon. The actual finish took place at the top of the Champigny Hill, the leading officials of the Auto Cycle Club of France and many of the greater lights in the French automobile world being grouped here. At about 3:15 o'clock a cry of "Gare! Gare!" ("Look out! Look out!") was raised, and Osmont, covered with dust, tore up at full speed and finished first, as he has so often done throughout the trial. It was stated that in his anxiety to be the first back in Paris Osmont neglected the formality of signing at one or two intermediate controls. However that may be, he had gained a full quarter of an hour on the "field," the next arrival being the Minerva driven by Olieslagers, after an interval of another twenty minutes.

There was considerable complaint at this speeding, and demands are being made that the rules be strictly enforced, even to the extent of penalization.



## RAILWAY MOTORCYCLE

**A Merkel 1 1-2 h p. Engine Converts Pedal-Driven Machine Into a Self-Propeller.**

It is interesting to trace the evolution of the machine shown herewith. Originally a cycle adapted to run on steel rails, and as such regularly marketed by the Kalamazoo Railway Supply Co., Kalamazoo, Mich., it was eventually fitted with a motor and became one of the class of self-propelled vehicles.



TWO VIEWS OF CONVERTED RAILWAY CYCLE.

The transformation from a pedal driven cycle to one propelled by mechanical means was accomplished by The Merkel Mfg. Co., Milwaukee, Wis. They attached to the railway velocipede one of their regular bicycle motors,  $2\frac{1}{4}$  horsepower, and geared it by means of a spur gear. This rig was gotten up principally to show the adaptability of using such a motor on a light railway inspection car, and, although very little care was taken in getting it up, the machine itself has proven to be a success, and speeds from four to twenty-eight miles an hour can be easily obtained.

The machine is started in the same manner as the regular motor bicycle, with the pedals, the motion being geared to the axle by means of a chain running from a free sprocket on the rear axle. A band brake is incorporated

in the large gear wheel on the rear axle, and this band brake is powerful enough to stop the machine, when going at full speed, in a distance of fifteen feet.

## Old Tricksters Try New Game.

New York's notorious and so-called "storage company," which for ways that are dark and tricks that are not always vain is very much yellower than the Chinese of the proverb, is apparently trying a new trick to obtain bicycles of reputation. At any rate, an individual with a suspicious name, writing on plain paper, but giving the "storage"

## VALUE OF OLD RUBBER

**Liberal Prices Paid for Worn-Out Tires, Boot, Shoes, etc.—Rubber Socials.**

In conversation with the manager of one of the retail shoe stores in this city last week a New York Times reporter was told that the house had realized from \$1,000 to \$1,500 from the sale of old rubbers that had been left in the store by customers during the last year.

A liberal sum had fallen into the firm's hands every year for the last decade, but owing to the high cost of rubber for the last few months the money derived from the sales of this old material had been much greater in amount.

Time was, not many years ago, when old rubbers were disposed of as refuse, but the increased uses for rubber for so many purposes, and its subsequent scarcity, have aroused the dealers in footwear to the importance of saving all the old rubbers and rubber heels that comes into their hands. The very poorest quality of rubber that comes into the market is selling now for more than 50 cents a pound, the highest price paid being \$1.10. Second hand dealers go about the city picking up discarded rubbers of every description, for which they pay the housewife 4 or 5 cents a pound, and then turn it over at a profit of several hundred per cent. Old rubber boots and shoes are quoted in the local market at \$7 per 100 pounds; bicycle tires, \$4.25; solid rubber wagon and carriage tires, \$7; white trimmed rubber, \$9; garden hose \$1.25, and inner bicycle tires, free from cloth or metal, \$15.

The manufacture of automobile and bicycle tires of rubber makes an immense demand upon the rubber supply, which, taken together with the thousands of other articles that are being made now which were not thought of a few years ago, has forced the market price up to its present level. The sale of rubber footwear during the last winter was something phenomenal, and advanced prices were obtained, while even higher prices are scheduled to come. Countries where rubber footwear was not known five years ago are now calling for these goods in large quantities. The mere item of rubber heels alone has grown to enormous proportions. In Oriental countries rubber soles are replacing paper soles for shoes.

One of the most recent queer developments in connection with the rubber industry is the "rubber social" that is being conducted in the rural communities by religious denominations. The women of the church request the members of the congregation to send to the church all the old rubbers they have on hand. At some of these socials many hundred pounds of cast-off rubber boots and shoes are donated, and often the shoe dealer in the village donates his accumulation of old rubbers to the church.

address, has been addressing manufacturers in the effort to obtain "Your very lowest figures on one of your bicycles for my own use, and also on several for the use of my personal friends, who are very much impressed with it." How many of the letters were written is not known, but in one instance, at least, reference of the communication to the maker's New York agent uncovered what bore every evidence of an artfully concealed trap.

## American Bicycles for the Czar?

"His Majesty the Czar of Russia has just placed an order for two American bicycles, one for himself and the other for the Czarina," according to a cable from Moscow to the sometimes reliable New York American and Journal. "Formerly Nicholas II always rode British made machines. He is having a new cycling track especially laid down in the woods at Czarskoe Selo."





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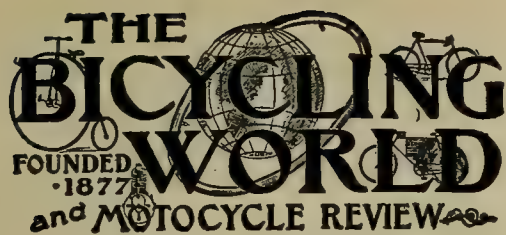
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**FISK RUBBER COMPANY,**  
**Chicopee Falls, Mass.**





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NEW YORK, MAY 21, 1904.

#### About the Renewal of Interest.

There are two classes of cyclists upon whom those interested in a real and permanent revival in the pastime of cycling are directing attention. They are the younger riders—say, those between fifteen and thirty years of age—and the fair sex, the latter irrespective of age.

Any very marked increase in riders of these two classes will point unmistakably to the true revival. It will make plain that their remarkable and almost unaccountable aloofness in many sections of the country the past half dozen years is at an end, and that they will once more pursue the pastime which to them of all people it should appeal most strongly.

"Four-fifths of the snap and vim in cycling comes from the youngsters," said one of the oldest dealers in the country to us a few days ago. "They show unerringly whether a pastime is alive or moribund." Continuing, he said that he believed there was a decided

quickenings of interest among riders between fifteen and thirty years old, and it confirmed his opinion that the revival is really at hand.

Every one knows that the influence of women riders is little short of incalculable. They are able to make or mar a sport or pastime, just as they do a fashion. No better thing ever happened to the cycle industry than the invention of the drop frame bicycle, to be followed almost immediately by the pneumatic tire. They made possible the woman cyclist, and the latter was one of the greatest of all the influences at work to popularize the bicycle in the period between 1892 and 1896. Her retirement was one of the heaviest blows ever dealt the pastime, as is now pretty well understood.

It is too early in the season to prophesy regarding the reappearance of the woman rider. She is not wont to begin cycling until May, and sometimes not until June, and the present backward season has not helped matters any in this respect. But there are hopeful indications, and if they develop as they should there will be cause for rejoicing.

#### Are Amateurs "Yellow Dogs?"

Happy the black skinned N. C. A. "amateur"! He may now accept cash and violate any rule without fear of the penalties meted out to white men, who must suffer his presence whether or no. The N. C. A. may now be truthfully termed a "nigger heaven" and its amateurs "poor white trash." If the latter have any manhood left in them and are not content to be treated as the "yellow dogs" of the sport, and since the N. C. A. confesses its inability to stand against "unionism," they might form a union of their own, if for no other purpose than to insist that amateurism is not a garbage heap, and that professionalism is not measured by the color of a man's skin.

#### Old Cocks and Square Pianos.

There is something intensely practical as well as humorous in the idea of that Pennsylvania piano dealer who is engineering a holocaust of square pianos to take place at a well known Jersey resort this summer. At first blush the idea seems to be a joke; but scratch the surface, and it becomes very serious, indeed.

As everybody knows, square pianos are passe. Even instalment purchasers at \$2 down and \$1 a week turn up their noses at it. Our mothers may have thought highly of them, but during the last twenty years

their manufacture has been discontinued entirely, and there now remain a few hundred or thousand of them knocking around, the jetsam and flotsam of the piano sea, a peril and menace to the legitimate trade. The Pennsylvanian's happy thought is to gather these wrecks together, take them to Atlantic City and make a bonfire of them. It will cost some money, of course; but, indirectly, it will save several times as much to the piano dealers and makers, who will be rid, once for all, of this incubus which has been hanging round their necks for years.

Second hand bicycles of a certain kind are the cycle trade's square pianos. Old corks that years ago outlived their usefulness and have been a source of dissension since among dealers and riders, antiquated patterns of good machines and worthless specimens of machines that were bad to begin with—these would make a good bonfire if sufficient inflammable materials were mixed with them to make them burn!

It may be—nay, it probably will be—said that this is what has, to all intents and purposes, been done in many cases. That is, the repelling attitude of some dealers toward second hands and the tremendous shrinkage in value of the latter has resulted in a large proportion of them ceasing to be a factor in the market. In isolated cases dealers have even been known to consign to the scrap heap machines possessing only a negligible value; and this, too, has had a tendency to clear the atmosphere.

But this is, at best, only a step in the right direction. Owners of old corks still regard them as possessing a value when making a trade for a new machine, and it is this view that should be eradicated by the retiral of a certain class of machine by establishing a virtual boycott on it when it comes to trading in. Just what can be classed as the equivalent of the square piano it is not easy to say; nor is it practicable, perhaps, to appoint a time and place for the purpose of making a public bonfire of them. But something can be done if dealers will take the stand that machines of value, or supposed value, only as trading machines are not of value even as such. In other words, refuse to make allowances of \$2, \$3, or \$5 on machines that would not fetch a penny in the open market.

Such a policy as this would do a world of practical good. It is well known that while the evils of the trading system have been minimized they are still present in some degree. One of the chief uses of second-hand machines in the hands of shrewd—"un-



scrupulous" would be a better word—riders is to employ them as levers to extort a better price from one dealer than another will give, or to get a few dollars off the price of a new machine. Such practices would suffer a severe blow if the course referred to were taken.

### Buyers are Equally Culpable.

While in England it appears akin to treason for a public print to say anything good of an American bicycle, it is evident that the bitter and carefully studied and carefully nursed prejudice does not "follow the flag." How different is the feeling in Australia is shown by the remarks of the Australian Cyclist, which, while not sparing criticism of certain American productions, yet breathes the spirit of fairness. It does so in commenting on the victories of Lawson and McFarland, as follows:

"The effect of the victories of the two riders in question has been to direct attention to the better classes of American bicycles which previously had suffered in reputation by the pushing of cheap trash in preference to the higher grades. By 'cheap trash' we mean bicycles retailed at £6 or £7, upon which no experienced rider would trust his neck. Beginners, attracted by the set up of the machines, but most of all by the price, after having made the purchase, found that the 'bicycle' was altogether unreliable, and spent most of its time in the repair shop. After a few months the cheap machine was traded away in part payment for another of colonial manufacture. Then it drifted through various stages of hiring out, finally finding its too early repose upon the scrap heap. Several cases of this description have come under our own immediate notice among our social circle, and the buyers have almost exclusively raised in their own minds an antipathy to anything American. We are speaking, of course, of several years ago. People who want bicycles nowadays do not go for the cheapest they can get, and the high grade American machines, such as are advertised in our columns, are fit to take their places alongside anything in Australia.

"Australian people demand a good article, and they are prepared to pay a fair price for it. They cannot tolerate such shoddy muck as used to be sold under the name of bicycles, and after a deep seated prejudice has been rooted out (and this has been achieved to a large extent in the way we have already mentioned by the well timed visit of the flying cyclists), the American bicycle will be welcomed more and more each year, pro-

vided it maintains its growing reputation for quality. It enters the lists as a foeman worthy of Australian steel, and as such it has forced itself to be regarded."

That the trash referred to injured our interests abroad we all know only too well. Most of it was without honor in its country, and it was ever a wonder to the reputable portion of the American trade that foreigners bought it so freely. That they did so was either a reflection on their judgment of values or evidence of cupidity aforethought—a fact that even such fair critics as the Australian Cyclist too frequently overlook. The buyers were as culpable if not more culpable than the sellers.

### Adhering to a Motto.

An example worthy of emulation is furnished by Colonel Pope in the position taken by the veteran manufacturer on the racing question. In announcing that his company does not wish to outbid any other in bidding for crack racing men, he has cleared the atmosphere in no uncertain manner, and has effectually stopped the voices of those hostile critics who have asserted that his sole aim was to secure the professional championship for a rider mounted on one of the bicycles made in his factories.

"One for all and all for one" has long been a motto of "The Colonel," and he has proved that he follows the spirit of the precept by releasing to a rival maker two of the most promising of the men who had been engaged as members of one of his racing teams. This action on the part of Colonel Pope should encourage other makers to support the racing end of cycling.

It remains to be seen if the motorcyclists of New York State are as grateful as they should be. Their exemption from the operation of the Hill-Cocks automobile law is a gigantic victory—the first gigantic victory—and sets such a valuable and far-reaching precedent that to term it the Motorcyclists' "Liberty bill" is to rightly term it. It not only saves them actual money and considerable red tape and inconvenience, but its influence will be felt in many climes and in many courts far beyond the borders of New York. If motorcyclists really are an appreciative lot the growth of the Federation of American Motorcyclists, to which every whet of the credit is due, should rival that of Jack's fabled beanstalk.

Is there no way in which the N. C. A. can reinstate McFarland as an amateur? He might prove quicklime on the rubbish heap.

## FIXTURES.

May 22—Maspeth, L. I., Oregon W. (N. Y.), 5-mile road race.

May 28—Memphis, Tenn., 10-mile road race.

May 28—Worcester, Mass., 25-mile road race.

May 30—Portland, Ore., five-mile road race, also coasting contest.

May 30—Irvington-Millburn 25-mile handicapped road race.

May 30—Grand Rapids, Mich., road race.

May 30—Denver, Col., 25-mile road race.

May 30—Dorchester, Mass., road race.

May 30—Chicago-Evanston road race.

May 30—Red Bank, N. J., Storck road race.

May 30—Baltimore, Md., 25-mile road race.

May 30—Salt Lake City, 18-mile road race.

May 30—Indianapolis, Ind., 14-mile road race.

May 30—Detroit, Mich., 25-mile Belle Isle road race.

May 30—Terre Haute, Ind., 11½-mile road race; also coasting contest.

May 30—Colorado Springs, Col., 5-mile road

May 30—Buffalo, N. Y., 25-mile road race.

May 30—Bloomington, Ill., 14-mile road race.

May 30—Spring City, Pa., 20-mile road race.

May 30—San Antonio, Texas, 6-mile road race.

June 11—New York Metropole C. C. coasting contest.

June 16—Bloomington, Ill., 8-mile road race and track events.

June 19—C. R. C. A. 50-mile road championship of United States and Canada.

June 19—Milwaukee, Wis., 14-mile road race.

July 2-7.—Annual endurance contest Federation of American Motorcyclists.

July 4—Bloomington, Ill., 14-mile road race.

July 4—San Antonio, Texas, 15-mile road race.

July 8-9.—Annual meet Federation of American Motorcyclists at Cambridge, Md.

July 10—C. R. C. A. 50-mile open road race, Long Island.

July 28—Bloomington, Ill., 8-mile road race.

August 1-6—St. Louis Exposition meet.

August 18—Bloomington, Ill., 20-mile road race.

September 3—London, Eng., World's championships.

September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.

September 8-10—London, Eng., World's championships.

### America May be Represented.

It is barely possible that America may be represented in the big international road race which the Motorcycle Club de France is promoting on lines similar to those of the automobile race for the James Gordon Bennett cup. The Hendee Manufacturing Company has written for particulars, and contemplates entering a couple of Indians in the event, which occurs in July. Like all of the open contests held there, entries are restricted to motor bicycles weighing not more than 50 kilograms—110 pounds.



## RAIN FAILED TO STOP 'EM

**Vailsburg Crowd on hand as Usual—Western Amateurs Make Auspicious Debut.**

It was the East pitted against the West in the amateur races at Vailsburg last Sunday—and the West triumphed. Nor did the visitors from the Pacific Slope win by force of numbers, for there were only two of them against twenty-one others in the open race, and twenty-seven in the half-mile handicap. Burton Downing and Carl Lemberg were the sturdy sons of California who defeated the best efforts of the Eastern amateurs one week after the day that their club mates of the Garden City Wheelmen of San Jose had won the great 100-mile relay race around San Francisco Bay. Downing and Lemberg worked together, much in the style in which McFarland aids Lawson, and Downing had a foot lead over Billington in the open race and a length over Schwab in the handicap.

In the finishing sprint of the one-mile amateur open, there was seen the rare spectacle of two men striving with every nerve to defeat each other, but all the time watching the other with the most pleasant smiles imaginable and with every evidence of good feeling. This conduct of Billington and Downing was in such marked contrast to the ill feeling displayed the previous Sunday by Lee, when the New Yorker defeated Billington in one of the heats of the quarter-mile race that many of the spectators commented on it. Downing's victory over Billington, for all the friendliness shown by the pair themselves, could not be called a popular one; for the spectators in both grandstand and bleachers sat in absolute silence when Downing led the "Pride of Vailsburg" over the tape the first time. There were a few spasmodic cheers when Downing won the half-mile handicap, but Schwab was the man defeated that time, as Billington had run into a pocket on the back stretch and did not get out in time to be in at the finish.

Kramer and Menus Bedell each added a first to their list of wins, Kramer taking the "Unknown Distance" event and Bedell winning the handicap after Kramer's fall. Kramer, Root, Fenn, Menus Bedell, Hadfield, Collett, John Bedell and Krebs were riding together in the handicap, doing their best to overhaul the limit men when, just after starting the third mile, Kramer ran into John Bedell's rear wheel and was thrown, Fenn falling over him. Neither was seriously injured, but they were forced to watch the finish of the race from the edge of the track instead of having a chance to win it themselves. The race for riders who had not won a first at the track this year was at three-quarters of a mile, and Hadfield graduated from the "Non-Winners" class.

A drizzling rain which fell all morning in both Newark and New York was respon-

sible for the absence of many spectators, and some of the racing men, but still there were about five thousand people inside the gates when the first professional race was called. Lee arrived so late that he had to compete in the last trial heat of the amateur open, and Goerke did not appear at all. The rain scared professionals were George I. Kremer, Dorlon, Fogler, Schreiber and Kastendieck. Joseph Kopsky, the New York road rider, who has been suspended for riding in a novice race after he had won a prize, was entered but did not put in an appearance. There were fourteen starters in the novice race, twenty-three in the open amateur, twenty-nine in the amateur handicap, twelve in the "Non-Winners" event, nineteen in the professional open, and twenty-four in the cash prize handicap.

The "Non-Winners" race again justified its title of "Scramble." Newkirk and Jacobson were teamed for the race and seemed determined to win it. They led at the last turn, but Hadfield jumped around them and led into the stretch. He kept his advantage to the tape and won from Jacobson by half a wheel. Tom Butler made a marvelous effort from the rear of the line and finished third, a foot behind Jacobson. Butler could not get past on the outside, so at the turn into the stretch he back pedalled, swung down to the pole, and came through to the tape like a flash, being three lengths ahead of Hadfield at the first turn.

For the "Unknown Distance" race the contestants were lined up in two lines at the tape, and started in the usual manner, but without any idea how far they would have to ride. After they had begun their journey Referee Batchelder drew an envelope from a lot shook up in a hat and the one drawn provided for a race one and one-quarter miles long. The riders were notified by a pistol shot as they crossed the tape on the concluding lap. Root and Hadfield, Kramer and Fenn, Newkirk and Jacobson and the Bedell brothers were the pairs who announced they would team. Fenn was in the lead at the time the gun was fired for the last lap, followed by Kramer, John Bedell, Root and Menus Bedell. Kramer went to the front at the eighth pole with John Bedell at his heels. Menus Bedell started to ride around Root on the last turn and bumped into the Bostonian and threw him from his bicycle. Kramer won from John Bedell by two open lengths, while Fenn was third, ten lengths behind Kramer.

The long markers made a brave effort to keep away from the back mark men in the five-mile handicap, but were finally overhauled at two and one-half miles, which was soon after Kramer and Fenn were put out of the running by their fall. Tom Butler proved to be the best lap prize winner, with six of the special prizes to his credit, Glasson with four being his closest competitor. Hadfield took the lap prize for the bell lap, being followed by Root, John Bedell, Menus Bedell and Cadwell. Root made his effort at the eighth pole, but as he was rid-

ing a strange machine, owing to his fall in the open event, both of the Bedells were able to sprint around him. Menus Bedell led into the stretch by a large margin, but again Tom Butler came from somewhere near the end of the line and gained steadily on the Lynbrook man in the race to the tape. Bedell had enough advanced left to cross the line a scant wheel ahead of the one-time rival of Bald, Cooper, Kiser and Johnson. Frank J. Cadwell was a good third, and Root finished fourth. John Bedell's chain broke in the stretch, but he coasted into fifth place.

While the time for the one-mile amateur was slow, 3:02 1-5, Downing's last quarter was ridden in 27 seconds. Billington had the able assistance of Zanes in the final, and Lemberg tried to help his club made though he was out-generated by Zanes. The latter pulled Billington to the front before the bell for the last lap, and Downing was forced to sprint away from Lemberg and tack on to Billington. Billington went to the front on the last turn and led into the stretch, where Downing drew alongside him. They made a fine race to the tape, Downing barely securing the decision. Lee was third, and Rupprecht, of the Bay View Wheelmen, fourth.

Downing had 15 yards start in the half-mile handicap, and his time in the final was 59 seconds from that mark. The long markers rode their best, but Lemberg, Billington, Downing, Zanes and Rupprecht cut down their lead and caught them in the last lap, Lee having failed to qualify for the final. On the back stretch Downing rode around the field on the outside, but Billington tried to get through on the pole and was pocketed. Schwab was the contender in the stretch, but Downing led him over the line by a length, Mike Coffey being third and Zanes fourth.

### Summaries:

Half-mile novice—Won by James A. Wallace, Newark; Edgar C. Hopkinson, West Orange, second; Lewis Rothfuss, Harrison, third. Time, 1:13 1-5.

One-mile open, amateur—Won by Burton Downing, Garden City W., San Jose, Cal.; Teddy Billington, National A. C., Vailsburg, second; W. R. Lee, New York, third; Edward Rupprecht, Bay View W., Newark, fourth. Time, 3:02 1-5.

Half-mile handicap, amateur—Won by Burton Downing, Garden City W., San Jose, Cal. (15 yards); O. E. Schwab, Roy W., Greenwich, Conn. (20 yards), second; Mike Coffey, Newark (35 yards), third; James Zanes, Newark (30 yards), fourth. Time, 0:59.

Three-quarters mile, scratch, professional ("Non-Winners")—Won by Charles Hadfield, Newark; J. P. Jacobson, New Haven; Tom Butler, Boston, third. Time, 1:42 2-5. Lap prize winners, McCarthy, 1; Benfer, 1.

"Unknown Distance," scratch, professional, one and one-quarter miles—Won by Frank L. Kramer; John Bedell, second; W. S. Fenn, third; Menus Bedell, fourth. Time, 2:38 4-5. Lap prize winners, L. R. Lake, 1; Cadwell, 1; Newkirk, 1; Fenn, 1.

Five-mile handicap, professional—Won by Menus Bedell (50 yards); Tom Butler (250 yards), second; Frank Cadwell (250 yards), third; E. F. Root (100 yards), fourth; John Bedell (50 yards), fifth. Time, 10:50 3-5. Lap prize winners, Tom Butler, 6; Glasson, 4; John Coburn, 2; H. B. Lake, 1; Newkirk, 1; Meade, 1; L. R. Lake, 1; Jacobson, 1; Hadfield, 1; Benfer, 1.



## SAN JOSE MEN WIN RELAY

### Garden City Team Defeats Four Others in Annual 100 Mile Road Race.

Out in California where that finest of sports, team relay racing, is still looked upon as the greatest feature of the year, the Garden City Wheelmen, of San Jose, rejoice exceedingly, for their team won the great annual 100-mile relay race around San Francisco Bay on Sunday, May 8. Not only did the Garden City team win by 4 minutes and 13 seconds faster time than their nearest rivals, but they established a new record for the course of 4 hours 40 minutes and 43 seconds. The former record was 4 hours 42 minutes and 30 seconds, made by the same club in 1901.

Besides the winning clubs, teams representing the New Century Wheelmen, Oakland Wheelmen, Bay City Wheelmen and California Cycling Club competed in the race, which started from W. B. Morrill's store at 303 Larkin street, San Francisco, at 9:07 a. m. The winning team led in all of the ten relays except the second, when only a few feet separated the Garden City man from his opponents. Beginning with the third relay, the San Jose men had the race well in hand and none of the others even so much as caught sight of them. Only one unsportsmanlike incident marred the race, and that was when Hables, of the California Cycling Club, cut three miles off his relay, the sixth, while riding through San Jose.

The victory of the Garden City men was all the more meritorious, as part of the men had never ridden in a relay race before. Nearly ever man of the winning ten had been former carriers for the San Jose newspapers, Mercury and Herald, and gained their experience and speed as McFarland did before he won the title of the "Handicap King." The New Century Wheelmen and the Oakland Wheelmen fought out the race to decide the winner of second honors, the New Century team being the winners by the scant margin of two seconds. The riders of the Bay City Wheelmen and the California Cycling Club were more than 8 minutes behind at the end of the race and did not finish the course.

The race was unusually free from accidents, and none of the competitors were seriously injured. The most serious accident which befell any of the winning teams happened in the ninth relay. R. Dittenbach had his tires punctured in ten places while crossing the different bridges on his relay, but he took the machine of Harden, his trailer, and finished his relay nearly three minutes ahead of his closest opponent.

J. Buecks, of the Garden Citys, was the man selected to ride the first relay, and he led West, the crack Bay City rider, by five seconds at the end of his ride. B. Murphy was the next man of the winning team to take up the running, and he was within

a few feet of Carlson, of the New Century Wheelmen, when the latter crossed the line. J. Berryessa then took the packet in charge and led Schuo, of the New Century, by one minute at the end of the third relay. L. Maggini made the best time of the race in covering the fourth relay in 26 minutes, gaining 2 minutes and 45 seconds on his nearest opponents. W. Burnett was the fifth man, and it was his first appearance as a relay rider. He also gained on his pursuers and was 5 minutes and 30 seconds ahead when he finished his ten miles. At that time the New Century Wheelmen were second, and Bay City men and the Oakland Wheelmen were tied for third, the California Cycling Club team being 11 minutes behind.

By changing pace and the distance gained through cutting the course by the California Cycling Club representative, the other four teams bunched, and they managed to gain slightly on P. Maggini, who rode the sixth relay for the winners. O. Peterson took the seventh relay and gained nearly a minute for his team. W. Chaboya made a great ride in the eighth relay, as he broke the record for that ten miles of the race by more than two minutes, and finished on a punctured tire. His time for the ten miles was 26 minutes and 30 seconds. When R. Dittenbach started on the ninth relay he had a lead of almost five minutes, and in spite of his punctured tire made a new record for his relay, covering the ten miles in 26 minutes and 18 seconds.

W. C. Waibel was the rider who finished the race for the Garden City Wheelmen, and when his "fleur de lis" bedecked shirt was seen down the road, the two thousand spectators at the finish set up a great cheering. He had dismounted and been taken away by his rejoicing club mates before A. Trout, of the New Century Wheelmen and A. T. Smith, of the Oakland Wheelmen, sprinted down the course together. Trout was the better finisher, and won by a slight margin. The Bay City Wheelmen and California Cycling Club riders were so far behind that they did not finish.

### Oshkosh Wheelmen Want Privileges.

The wheelmen of Oshkosh, Wis., are engaged in an effort to secure the privilege of riding on the sidewalks of macadamized or gravelled streets when rain has made the roadbeds too muddy to be used. Alderman David Pinkerton is acting as champion of their interests, and has presented a petition with many signatures of taxpayers asking that the present ordinance be amended. The ordinance provides that the sidewalks of streets within one block and running parallel to a street paved with asphalt or brick may not be used by the wheelmen. Though the ordinance now in force was a compromise measure, it virtually prohibits sidewalk riding all over the city. The cyclists resent the new rule, as they have had for many years the option of riding on the sidewalks when the streets were made impassable by rain.

## STARS DEVELOPED ON ROAD

### Many Track Champions Gained Initial Speed and Stamina There.

Years ago the local road races throughout the country developed those men who later became of national prominence and oftentimes champions. Eddie "Cannon" Bald, triple plate champion, first gained prominence in road races around Buffalo. Arthur Gardiner, a champion succeeding Bald, first became known as the greatest road rider around Chicago. Tom Cooper, another champion among sprinters, gained his name and fame on the famous Belle Isle course in Hilsendagen road races and in record attempts. Earl Kiser, known for years as the "Match Race King," rode races over the road for years before he took to the track away back in '94 at Toledo. Charles S. Wells, the "California Giant," developed his ability to beat Bald, Cooper, Murphy, Kiser and other stars by riding for the Bay City Wheelmen in the great team relay races run annually on the Coast. Floyd McFarland also came out as a road man after having developed ability as a mail carrier over California roads.

W. W. Hamilton, of Denver, who in '96 lowered the mile record to 1:39 1-5, came into prominence in Denver road races. Harry Caldwell, the "Manchester Giant," winner of the middle distance championship last season, won twenty-five time prizes in the early 90's in road races, and was invincible in New England. Eddie McDuffee likewise gave credit to road racing for his rise to fame. Johnnie Nelson and all of his brothers became known through road racing in Chicago, little Joe Nelson, as a "kid" of fourteen, running fourth in the 2:50 club scorch to his brother Olaf's first, brother Fred's second and brother Johnnie's third in a large field. J. Pye Bliss, Arthur Lumsden, Charlie Knisely, Herbie Githens, the Callahan boys, of Buffalo, and scores of other stars of years gone by came to the front in road races, and with the present revival in the sport a new crop of stars is bound to arise to replace the men who are to-day holding down the boards.

### Californians Plan Active Season.

San Jose, Cal., wheelmen are planning many racing events for the coming season. Other than those which will be held under the auspices of the California Associated Cyclers the local riders will participate in relay races with the Capital City Wheelmen of Sacramento and the Reno Wheelmen of Reno, Nevada. The race with the Capital City Wheelmen will be held about the Fourth of July at Agricultural Park, and the race with the Reno Wheelmen will be held some time in August in this city. The latter team holds the Pacific Coast championship, and the Garden City Wheelmen will attempt to wrest this honor from them. Two years ago when the Reno Wheelmen came to San Jose they were defeated by the local riders in a fifty-mile race by a mile.



**A.A.U. DISAGREES WITH N.C.A.**

**Will not Recognize "Amateur" Dove and Questions Standing of Champion Hurley.**

President Batchelder of the National Cycling Association has "explained" it all. Melvin T. Dove, the New York negro who rode in the recent six days' race and who, previous thereto, had boasted of repeated violations of the amateur rules, was reinstated as an amateur in order not to embarrass the management of the Vailsburg track, at which Mr. Batchelder referees each Sunday.

This is the kernel of the "explanation" made by Mr. Batchelder in writing. He surrounds it with other words, but it resolves itself into just this: Although Kramer, Fenn, the Bedells and other professional sprinters rode with the negro in the 'six days' race indoors, they refused to meet him out of doors at Vailsburg. The Vailsburg management therefore declined to accept his entry as a professional, but would receive him as an amateur. Apparently viewing the amateurs as "poor white trash," the N. C. A., in the largeness of its heart—and fear of the racing men's paper "union"—promptly cast the negro into the ranks of those who are supposed to be genuine sportsmen and not "money grabbers."

However the N. C. A. may view the situation, it is certain that the Amateur Athletic Union, the chief organization with which the N. C. A. is affiliated, does not and will not recognize Dove as an amateur, the affiliation to the contrary notwithstanding. When interviewed Secretary James E. Sullivan of the A. A. U. was emphatic on this point, and intimated that henceforth N. C. A. credentials will not be accepted without question or investigation. He was more guarded in his reference to the case of Marcus L. Hurley, the amateur champion. Hurley had the value of all the prizes he won last season remitted to, then chairman and now president, Batchelder, who banked the money, and out of it honored and paid Hurley's bills for merchandise of the champion's selection, which is alleged to have included clothing and an automobile. Hurley, who is also a crack basketball player, was once before in trouble with the A. A. U., and whether the latter organization will, in view of his record as an N. C. A. "amateur," now accept him without question remains to be seen. Mr. Sullivan was content to say that the "banking" policy of the N. C. A. "would be positively prohibited by the A. A. U."

After stating that the A. A. U. "in no way recognizes the American Racing Cyclists' Union," Mr. Sullivan said, in relation to the cyclists who take part in the six day races for money, "that under no circumstances would such riders be recognized as amateurs by the A. A. U., nor could they compete in amateur sports, because they had clearly violated the very foundation of the amateur law. The A. A. U.," he added, "is on record

to the effect that it is immaterial what other associations may do with men who compete in their own sports, the A. A. U. reserves the right to reject their entry." As to what would be the effect on amateurs who compete with such riders, Mr. Sullivan said the A. A. U. could not give a decision in that particular case, because the National Cycling Association is an allied member of the A. A. U.

Questioned as to whether the A. A. U. would recognize amateur cyclists who sell their prizes and have accepted cash or money orders in lieu of merchandise, and who have sold such money orders for cash, Mr. Sullivan said that in a case of this kind no doubt an investigation would be made as each man applied for registration. Heretofore the cards of the N. C. A. have always been accepted; nevertheless, the officials of the A. A. U. are just as firmly convinced that the man who is an avowed professional in one sport cannot be an amateur under the A. A. U. rules.

Three questions were submitted to Mr. Batchelder, who, after laughingly remarking that he "had supposed that the editor of the *Bicycling World* came from the South," answered them in writing, as follows:

"Why was Dove reinstated?"

"Principally because the professional riders declined to compete with him on account of his color. He never won a dollar as a professional, and his entire professional career was limited to last winter's six-day racing."

"As Dove has been reinstated, is there any earthly reason why or any manner in which any professional can be consistently and decently refused reinstatement?"

"The circumstances surrounding the amateur registration of Dove place the case in a class by itself, and its like is very improbable."

"Why, if the white men now decline to ride against Dove, was he permitted to ride against them in the six-day race?"

"The six-day entrants, rather than raise any eleventh hours disturbance, concluded not to interpose any objection to the riding of Dove, though the circuit sprinters stated that he would be barred from outdoor short racing. The management of any track has the right to reject any entry, and the Vailsburg track declined to accept Dove when the other professionals refused to compete with him."

**Salt Lake City for Bowler.**

James B. Bowler, of Chicago, who had been slated for a place on the Rambler team of the Pope Mfg. Co., has accepted an offer from the management of the Salt Palace track, at Salt Lake City, and will not be seen on the Eastern tracks this summer. Bowler will not be a member of the regular Rambler team, as all members of the Pope company's team must follow the N. C. A. Grand Circuit, but he will probably ride a Rambler in his races at Salt Lake City.

On May 28 the United Cycle Clubs of Greater New York will hold a "blind run," with L. V. D. Hardenbergh as captain. Twelve clubs are expected to participate

**MacLEAN WINS AT REVERE**

**Stinson and Leander Lose 20 Mile Paced Race—Mellish Best Amateur.**

Hugh MacLean, of Chelsea, easily defeated William C. Stinson, of Cambridge, and George Leander, of Chicago, in a 20-mile motor paced race at the Revere Beach track last Monday. The race had been postponed from the Saturday previous, as the track had been too slippery to be ridden on. The men followed the small pacing machines, and the result was never in doubt after MacLean took the lead in the third mile. Leander was entirely out of condition owing to a recent bad fall at Atlanta, and finished 1¼ laps behind Stinson, the latter being 5 laps back of the winner. MacLean's time for the 20 miles was 31 minutes and 33 1-5 seconds. J. L. Mellish won the 10-mile amateur open race from H. A. Barry, with Fred Goyette third, in 26 minutes and 26 4-5 seconds. Mellish and Goyette were asked to register as professionals last fall, as were most of the winners of the special mile prizes.

**Social Democrats to Canvass Awheel.**

Bicycles are to play a large part in the campaign of the Social Democratic party in the State of Wisconsin this summer. Winfield R. Gaylord, general organizer for Wisconsin, and five assistants, all mounted on bicycles, left Milwaukee last Monday to begin the work of canvassing the State and distributing the party's literature. They went to Waukesha County and Mr. Gaylord was to remain with them part of the week and then return to his office in Milwaukee to organize other brigades of cyclists to take up the work in other parts of the State. The members of the bicycle brigade will continue their work throughout the State until the conclusion of the fall campaign.

**French Motorcyclists' Novel Contest.**

The Moto Club of Marseilles, France, is organizing a somewhat novel form of competition for motorcyclists to be held in June, termed the "Rallie Postal Moto-cycliste." Each competitor when ready to start will draw a sealed envelope from a bag; in the envelope will be found instructions to proceed to a certain postoffice in the district and bring back a letter from the poste restante. Thus the competitors will not know the journey they are to make until the moment of starting. The prize will be awarded to the rider performing his task in the shortest time.

**To Fight Bridge Path Grab.**

The United Cycle Clubs of Greater New York have passed resolutions aimed at the "grab" of the cycle paths on the new Williamsburg Bridge. They ask for a public hearing before any action is taken. The various clubs will also pass resolutions calling on their respective aldermen to block the "grab."



## SHIFTS OF THE SADDLE

### How Positions Have Changed—Experiment Necessary—Crank Hanger as a Guide.

Time has rung the changes on position since the high wheel passed away, and in the decade 1890-1900 about every possible saddle shift was tried and had its brief period of popularity. The extremes were represented by the "monkey" position, which came in with the old Referee type of machine in the early 90's, and the exaggerated forward style, of which Zimmerman was the chief exponent.

At the present time nearly all riders sit well forward; not in front of or even directly over the crank hanger, but well in front of a line drawn through the centre of the rear wheel.

In discussing this matter of position the Irish Cyclist says:

"From experiments carried out more than fifteen years ago, we pointed out in these columns that the weight should be distributed so as to be in or about two-thirds on the back wheel and one-third on the front, and we have since then seen no reason to change our opinion. At that period English cyclists sat with their saddles right over the driving wheels, in a monkeylike attitude.

"In 1890, when the Irish Brigade, consisting of the six best riders in this country, visited England, they all rode in this position, and their first appearance at Paddington caused an immense amount of derisive amusement among the English cracks. The first race in which the Irish competed, however, made a remarkable change in their attitude in this respect, and within a few months English riders had begun to put their saddles a little more forward. Two years afterward Zimmerman's star was in the ascendant. He raced with his saddle even more forward, and that set the example which was universally followed, and is now overdone, viz., in placing the peak of the saddle in front of the crank bracket. This position not only throws too much weight on the front wheel, but affects one's steering, and for road work, at all events, does not enable the rider to use his powers to the best advantage.

"At the same time we would point out that it would be absurd to arbitrarily fix one position as being suitable for every class of rider. The man who uses a high gear, long cranks, or is a clumsy pedaller, without much ankle action, should put his saddle somewhat more forward than the neat, quick pedaller, who uses a comparatively low gear and normal cranks. Similarly, for path racing, the man who uses a very high gear for following pace will generally find the forward position best, whereas the man who rides in scratch races and depends on a 200-yard sprint to carry him to victory will find a comparatively backward position more useful. The av-

erage road rider, however, will get the best results with the peak of his saddle in or about two inches behind the crank bracket."

This is sound and logical advice. Only by experimenting can a rider determine what is the best position for him. The best plan is to adjust the saddle until its nose is slightly in front of the crank hanger, and then try positions both forward and back. It should be borne in mind, too, that the true guide is the crank hanger. If the saddle post be raised the saddle is brought further back, or if lowered is placed more in front, owing to the rake of the diagonal frame tube. The saddle should be moved along the horizontal tube of the seat post in order to counteract this shifting of position as the reach is varied.

### The Men who Ride for Fun.

We're the healthy, happy heathen, the Men Who Ride for Fun,  
The faithful friends of bicycling, that sport surpassed by none.  
We've ridden through long seasons past;  
we'll ride long seasons more;  
And while we've gained both health and strength, we have had fun galore.

We're close to Mother Nature, and she greets us every year  
With blossoming flowers, budding trees and sunny atmosphere.  
We hear her voice low calling, just as soon as spring's begun.  
She tells her choicest secrets to the Men Who Ride for Fun.

We start the season's wheeling when the frost first leaves the ground.  
We know the roads in every town for fifty miles around.  
Our minds are clear, our hearts are light, digestion Number One.  
We've three big appetites a day, the Men Who Ride for Fun.

There are men who ride for exercise and men who ride for health.  
There are men who ride to business, in the sane pursuit of wealth.  
And once men rode for fashion, but they quickly petered out,  
And are giving their attention now to nervousness and gout.

There are men who ride for mileage and men who ride for speed,  
And in a few short seasons they get all the wheel they need.  
While we keep on year after year; our wheeling's never done.  
We hearty, hungry vagabonds, the Men Who Ride for Fun.

We bear each other's burdens and enjoy each other's jokes;  
Respect each other's feelings and the rights of other folks.  
Brings out your wheels and join us. You'll be welcome, every one,  
To the Brothers of the Bicycle, the Men Who Ride for Fun.

—(Quincy Kilby.

The Pope Manufacturing Company has re-issued in vest-pocket booklet form the article "Why the Motor Bicycle," which originally appeared in the Motorcycle Magazine. They term it "the brightest and snappiest" presentation of the motor bicycle that has yet appeared.

## WEAR OF PISTON RINGS

### How and why They Give way Successively—The Ideal Condition.

One point at which compression is likely to be lost is the imperfect fitting of the piston and its rings in the cylinder. The ideal conditions for a piston working in a cylinder would be a perfect fit between the piston and the cylinder, but as the question of heat has to be considered, it is not possible to attain this ideal fit, for if the piston were too tight the heat generated by its frictional contact would be so intense as altogether to prevent its working. As it is, the difference in measurement between the piston and the cylinder walls does not amount to approximately more than one-hundredth part of an inch. There is this difference to be provided for, however, and, although the hundredth part of an inch may seem a small matter, yet it allows of the escape of a very appreciable quantity of the explosive gases from the cylinder before the charge is fired, and is of vital importance in the construction of an engine such as that employed in driving a motor vehicle.

The piston, then, having of necessity to be smaller in diameter than the cylinder, it becomes necessary to make a gas tight joint by the aid of piston rings. For this purpose three or more rectangular grooves are cut in the upper end of the piston, and into each of these grooves is sprung a cast iron ring so constructed (being severed at one point) as to have in itself a certain amount of spring which keeps it in constant contact with the walls of the cylinder, and so forms the necessary joint. In course of time these rings will wear to such an extent as to permit a portion of the compressed charge to escape, and, what is more destructive, portions of the ignited gas also escape by them, thus tending to their rapid destruction when once they begin to give way.

It is invariably the top piston ring which gives way first, as this does the bulk of the work in preventing the passing of any part of the compressed or exploded charge. The first ring having failed, the remaining ones go in succession, so that the loss of compression is on this account spread over a fairly long period of time. If all the rings went simultaneously, then the loss in compression would be so sudden that one could turn to the engine and immediately go to the piston rings as the cause of the trouble; but as these go successively, the power diminishes very gradually, and it is not until the rings are really bad that one turns to these.

### Evidence of Activity in Alpena.

The Alpena Bicycle Club has been organized in Alpena, Mich., with a charter membership of sixty members and these officers: Charles Hite, captain; Paul Klibba, lieutenant, and K. K. McDonald, secretary. The club will hold weekly runs and also a road race some time next month. Clubrooms, which will include a gymnasium, will also be leased.



## VALUE OF THE PUSH-OFF

**No Lenger Recognized and Poor Work the Rule—Asa Windle's Way.**

"Have you ever noticed that the knack of pushing a rider off the mark in handicap races seems to have become one of the lost arts?" said the Olâtimer to the Scribe as the pair sat in the grandstand at Vailsburg. "The sight of Asa Windle pushing Bald off the scratch mark in a handicap race would have been a liberal education in the art to the trainers I have watched to-day and for several other days.

"In the first place, their method is wrong and the application leaves much to be desired. What most of them would have done under the old rule which prohibited stepping over the mark would have been a question. In many cases I have noticed they run along behind their man for two or three yards before letting go of the saddle post. Even then, the back markers do not appear to have any of the better of the start, and must ride their heads off in order to catch the long mark men.

"Windle, to be sure, had the advantage of height and great strength, but I think his method far superior to that used in these days. He would stand erect at the left side of the rider, Bald, MacDonald or Sims, take the middle of the handlebar in his left hand and hold the back of the saddle in his right. He would put his left foot alongside the tape and his right foot behind him for a brace. Then when the starting gun would be fired, he would throw his man forward with such good effect that often the rider would be at the heels of a ten or fifteen yard man before the latter was fairly started. In the scratch races in which singles or tandems were put in for pace, Windle's method of pushing his man off the mark generally secured for him the coveted position behind the pacemaker.

"Perhaps this may not be thought very important by the present generation of dilettante trainers, most of whom are chosen not for their fitness, but because of friendship. It is my opinion, however, that very often the back markers, particularly in the amateur events, would be able to figure in the finishing sprint if they had been sent off their marks faster than is usually the case. Of course, where the trainer or whoever pushes a rider off is a short man, he will have to adopt some other way of pushing his man off than the one used by Windle, but in most instances the men who are 'pushers-off' are plenty tall enough to do as Bald's great trainer did.

"One thing that surprises me, when I watch the manner in which riders are sent off their marks, is that they get as good a start as they do. The way the trainers bend down with their left hands on the top bar

of the frames and the right at the seatpost is an unnatural and very much cramped position, and I do not wonder that many of them sprawl on the track surface after they have pushed their man off. Of the many times I have watched Windle push riders off the mark, never did he fall all over the track after the man had started, but whenever a race is started here without one of the trainers falling after his rider has left his hands, I feel as if part of the show had been left out.

"One great advantage of Windle's method of pushing a rider off his mark was the high rate of speed the man was able to get up quickly. There was none of the swaying from side to side that you see now when a back mark man is making desperate efforts to catch the man ahead of him, the



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impetus with which Windle would send his man obviating the necessity of such struggles. I think the old way is so superior to the new that it would be found that the former method would send a rider almost twice as far as the method in vogue at present if the rider would not pedal."

### Heagren Outlines Salt Lake Programme

H. W. Heagren, who has been a competitor at the Salt Palace track at Salt Lake City for several years past, has been appointed its manager by the owners of the property. He writes that racing will begin there on Decoration Day, and that two meets will be run weekly, with additional meets on the holidays. This year the professional prizes will be \$40 and \$30 for firsts, with the total prize money amounting to \$250 or \$300 for each meet. Staver, who was one of the regulars there last year, is now training at the track. Overtures have been made to Iver Lawson for the purpose of securing him as an attraction, but it is not likely that he will race there.

## LEANDER'S BELATED WAIL

**Tell the Marines how he Lost Six Days Race —Blames Munroe.**

Re-e-e-venge (with a sidewise glance at the major share of the gate receipts) was announced by George Leander as the principal reason he wished to defeat Ben Munroe in the recent motor paced match race at Atlanta. The cause of the grudge he bears Munroe, though somewhat belated in the telling, is one of the most original and interesting explanations of "Why I lost the six day race" that has yet come to public notice. The fact that there are some few variations from the strict letter of veracity does not detract from the enjoyment with which Leander's tale will be read.

"It was Ben Munroe that caused me to lose the big six day race in New York City last December," said Leander, at Atlanta, a few days before he was due to race Munroe, "and I have had that laid up against him. How did it happen? Well, this way: I was riding strong and feeling fine, and whenever a sprint was on I was there with the goods. Of course you know that when a man rides four or five days on a stretch his nerves are not so steady. The constant watching and rushing up on the track, being jerked out of a nice sleep, and then having to ride at a two-minute clip for a mile, then back to sleep again and just getting in good work on a nap when you are called out and rushed up, put on a wheel to ride for your life, wears on your nerves. Well, I believe it was a trick of the Walt-hour-Munroe pair. They knew I was nerve racked, and they go and play the game that Ben had gone crazy and that to satisfy him he must have an automobile squawk horn. I have heard those automobile horns but this one that Munroe had was the loudest I ever heard. Ben seemed to take delight in getting close to me with the big end of that horn near my ear, and for miles and miles he would keep busy with it. They did not know it but they had me thinking I was on Broadway dodging automobiles. I could hear that horn when I was riding or eating or sleeping, no matter where I was, the 'honk' of the horn was with me. My trainer told me that when I slept I kept jumping and jerking as though I was dodging automobiles. Of course when it came to the end of the week I was all in and a fit subject for a sanitarium.

### Ross Will Race Again.

Arthur W. Ross, the "Harrison Midget," has visited Vailsburg every Sunday this year and has been smitten anew with the racing fever. He has started training and expects to ride either to-morrow or next Sunday. The official handicapper has guaranteed him a prize the first time he rides in a handicap event, even if he has to contribute it himself.



**Think Weight Limitation is Right.**

Editor The Bicycling World:

I none by your paper and other papers which are kind enough to show an interest in motorcycles that there is considerable discussion by the members of the Federation of American Motorcyclists regarding the 110-pound limit for motorcycles in all contests under the auspices of this federation, and I would like to say a word or two expressing the opinion of the Milwaukee contingent.

While the company with which I am connected have not entered into many races or contests, owing to the fact that the Merkel machine is not supposed to be particularly fast, and because it is built for the average man, I wish to say that I think the 110-pound limit is all right. While it will bar a number of very heavy machines, nevertheless, I think it should stand.

It is manifestly unfair to place in competition two motorcycles, one having a 2 horsepower motor and the other a 4 horsepower motor. One is a light motorcycle, while the other should be termed a bicycle with an automobile motor. This is true in the case of the Orient 4 horsepower motorcycle. I believe that a motor of the same size is used on the Orient Buckboard. It is unfair to place Ford's "999" with its 100 or over horsepower in competition with an Oldsmobile with its 6 horsepower.

Statistics will show that it is not necessary to build a motorcycle to weigh 150 pounds to make them hold up on American roads, and, therefore, we should follow our neighbors in France in placing the limit in weight at 110 pounds, which really includes all of the good motorcycles.

W. J. MERKEL, Milwaukee, Wis.

**Eldred Heads Springfield Motorcyclists.**

It is the Springfield Motorcycle Club instead of the Indian Motorcycle Club, of Springfield, Mass., the projectors finally deeming the "open door" policy to be the wisest one. The organization was completed by the election of the following officers: President, F. A. Eldred (years ago captain of the Springfield Bicycle Club); vice-president, George M. Hendee; secretary-treasurer, Charles Spencer; captain, W. A. Kothe; first lieutenant, J. Busha; second lieutenant, B. S. Barrows.

The club starts with a membership of thirty-six, with club rooms and a uniform. The latter is of khaki, and is worn over the riders' ordinary bicycle suit, the idea being that it may be readily removed when entering hotels or when other occasion demands.

**Alphas Resume Activity.**

The Alpha Motorcycle Club of Brooklyn, which has been in rather a quiescent state for several months, has shaken off its lethargy and filled two vacancies that will assure continued activity. The vacancies filled were those of vice-president and secretary. C. L. Simms is now in the former office and Henry Meyer in the latter. On Sunday last the club visited Ronkonkoma, a day's journey of 120 miles.

**Leisurely Tourist and his Dog.**

Across-the-continent cycle tourists are not numerous nowadays, and the latest aspirant is interesting if only because of his strange companion. The latter is a dog, from which it may be inferred that the pace will be leisurely. Charles Wallace is the seeker after fame referred to, and he left Washington on April 12. It took him nearly a month to reach Philadelphia, which city he left by way of the Wissahickon drive and up the pike to Bethlehem. From there he will start across the State, going toward Niagara Falls and Buffalo. Thence he will go southwest to St. Louis and north to Chicago, where he expects to spend the winter. After the snow clears away next spring he will proceed West through Minneapolis, thence to Portland and south to San Francisco.

Wallace uses a wheel specially made to stand rough riding, and carries about 100 pounds of baggage. The dog's name and pedigree are not given.

**Pope's Colored Poster.**

Poster advertising for bicycles, the first that has been seen since the boom days, has been reintroduced by the Western department of the Pope company.

The poster being used has a color scheme that is extremely striking, but, withal, is decidedly artistic. There are seven colors—a deep blue background, green foliage, grass of lighter green, a dark yellow sky effect, a road of lighter yellow, and on it an attractive maiden on a bicycle, riding face full front toward the spectator; she wears a waving skirt of blue and red plaid, and has one hand resting on her waist line while the other grips the handle bar. The poster is 10 feet in height and 3½ feet wide. It makes superb advertising, because folks "can't get away from it."

**Leander Now a Sprinter.**

George H. Collett expects to start for Salt Lake City on Monday, May 23. The New Haven rider has received a good offer from the management of the Salt Palace track in the Mormon capital, and will race there until the opening of the N. C. A. Grand Circuit. Collett will ride in all the professional events, and will have match races with N. C. Hopper, of Minneapolis, winner of last year's Sydney Thousand in Australia; James Bowler, of Chicago, and others of the racing men who will camp in Salt Lake this year. Collett should make an especially fine showing in the match races, as his racing in France last year consisted mostly of such contests.

Each day "Willie" Schweigerhausen, the around the world tourist, gets nearer to his goal. He was reported at Schenectady last week, and should now be close to New York, even should he have to emulate the actor folk and walk the famous seventeen miles from Schenectady to Troy.

The Brower Wheelmen, of New York, have set June 5 as the date of their spring century run, which will end in a "race home" from Valley Stream, Long Island. A silver loving cup will be awarded to the club having the greatest number of entries.

**Austrian Motorcycle Trials Successful.**

The foreign mails bring further particulars of the dispatch-carrying trials by motorcyclists recently held under the auspices of the Austrian Ministry of War. As a basis of the tests, it was presumed that the telegraph and the railway services had broken down, and that the main roads were held by the enemy. The riders had, therefore, to make use of the byroads, and in case of breakdown of the machine, it was understood that the journey must be continued, not by motorcar, or motorcycle, as these would probably not be available in time of war, but by ordinary vehicles or bicycles. Two messages were sent at different times; the first one was in charge of two riders who conveyed it from Vienna to Kaumberg; here it was handed over to another relay of motorcyclists, who hurried along with the dispatch to Madersdorf. From this place to Laa another relay had charge of the message, and still another back to Vienna; the total time occupied in covering the 300 kilometres (186 miles) being 8 hours 29 minutes. The second message was sent over the same course, but in this instance only one rider had charge of it on each of the several relays. The dispatch was, however, successfully delivered round the circuit in 9 hours 33 minutes.

**Chicago's Idea of an Endurance Run.**

Out Chicago way they have queer ideas of the constituents of an endurance run. The Chicago Motorcycle Club has scheduled a run for next Sunday, which it dignifies by that term. It is to be a ride to Fort Sheridan, Ill., and return—much less even than a century run—which must not be completed in less than six hours.

Rain last Sunday necessitated the postponement of the annual spring century run of the Century Road Club Association. It will be held to-morrow over the Long Island course.

**The Week's Patents.**

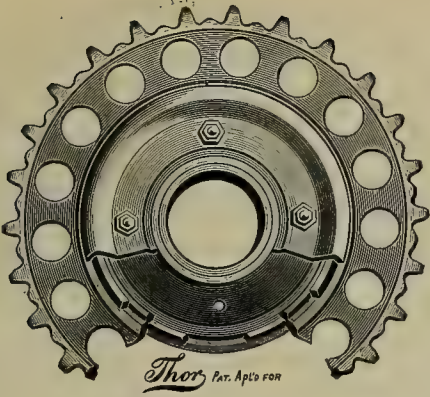
759,627. Motor Cycle Stand. Wallace A. McCurd, Forest Hill, England, assignor to Edgar Charles Thrupp, Westminster, England. Filed May 29, 1903. Serial No. 159-341. (No model.)

Claim—1. Stands for motor bicycles, having telescopic, extensible stems, locking devices therefor, a bridge piece secured to the bicycle and adapted to support it, links from said bridge piece adapted to be attached to the backstays of the bicycle, the upper members of said stems being also pivoted to said bridge piece so as to be movable outwardly at right angles to the bicycle, substantially as described.

759,672. Bicycle Seat Post. Henry Clemmons, Morristown, Minn. Filed October 22, 1903. Serial No. 178,074. (No model.)

Claim—1. A bicycle seat support, comprising a rod or post adapted to telescope within a seat post tube throughout substantially its entire length, downwardly and forwardly extending arms depending from the upper end of said post, and a seat clamp carried by the forward ends of said arms to support the seat below and forward of the upper end of the seat post tube.





## Thor Yielding and Compensating Sprocket

An Improvement equal to the Grip Control

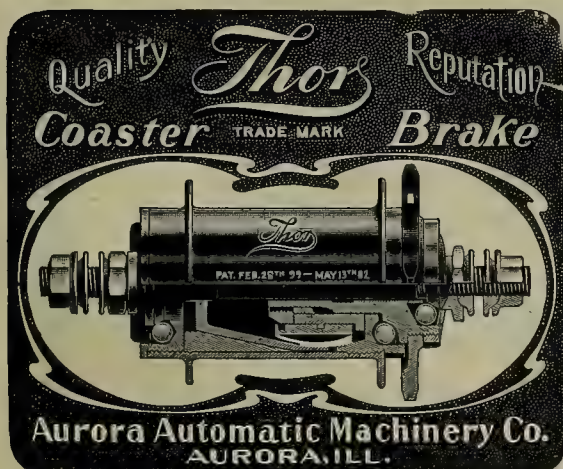
## Thor Motor and Component Parts

are unequalled.

## Thor Coaster-Brake Hub

In demand by all the Trade

DEALERS—Handle a line with an established reputation, and thereby secure and retain desirable customers



### The "Modern Materia Medica."

"With the opening of spring it is felt that there will be an end of the overlong period of the fashionable disapproval of the bicycle," says American Medicine. "There is no instrument capable of giving so much exercise, movement and fresh-air breathing, at so little expense, as the bicycle. The opinions of many physicians, educators, etc., are unanimous in urging the readoption of this hygienic device for many kinds of disease and as an antidote for the long winter's unsanitary life. A capital article has been published by Dr. Gulick, of New York, which epitomizes the medical arguments under the title of "The Bicycle as a Therapeutic Agent" (which was published in full in the *Bicycling World* of April 2). The author shows a most commendable caution in advising against the ill-considered or heroic doses of this therapeutic agent, and urging discrimination and professional guidance in this excellent new article of the modern materia medica. But under wise limitations all will agree that it should be more frequently prescribed."

### Wichita Wheelmen Want Sidewalks.

The lot of a city councilman of Wichita, Kan., has not been a pleasant one lately. A few weeks ago the council made a ruling that under no circumstances were cyclists to be allowed to ride on the sidewalks, and instructed the City Attorney to see that the order was enforced. The wheelmen drew up a petition at once asking that the ruling be changed so they would at least be able to use the sidewalks when the streets were rendered unridable by rain or mud. When the petition was presented to the council it bore the signatures of 1,053 cyclists.

## OILERS.

### "PERFECT"



25c.

### "GEM"



5c.

### "LEADER"



10c.

### "CROWN"



5c.

### "STAR"

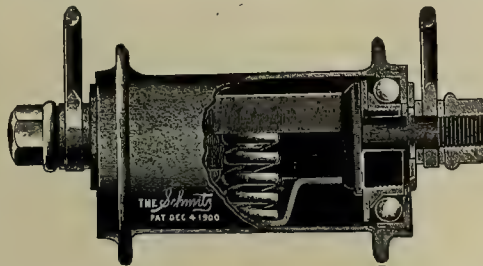


10c.

We make oilers for almost the entire trade. The quality of our oilers is unequalled.

CUSHMAN & DENISON MFG. CO. 240-2 W. 23d St., N.Y.

## SCHMITZ PATENT SPRING HUB



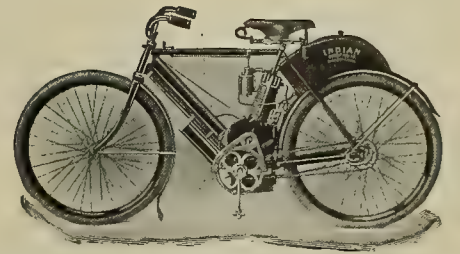
For BICYCLES, MOTOR CYCLES, AUTOMOBILES Holds several World's Records for speed. Relieves and breaks jar below the axle, thereby saving at least half the wear on tire. Absolutely guaranteed.

FRANK SCHMITZ & SONS,

560-564 Orleans St.,

Chicago, Ill.

# When in Doubt, Ask Indian Riders.



### HERE'S A SAMPLE OF WHAT THEY SAY:

GREENSBURG, PA., April 30, 1904.

HENDEE MFG. CO.,

Springfield, Mass.

GENTLEMEN:

I am not in the habit of writing testimonials, but I have been riding one of your 1904 "INDIANS," and wish to state that it has given entire satisfaction. This is saying a great deal, as we have bad roads and plenty of 18 and 19% grades to contend with; but the Indian hauls me and has power to spare. It has given me no trouble of any kind. I would also state that a 1903 wheel has run a season and is doing the same kind of work. I have covered sixty miles over these hills and roads with three quarts of gasoline.

Yours very truly,

H. G. SAMPLE.

Is anyone selling the Indian in your vicinity?

**HENDEE MFG. CO.,**

Springfield, Mass.

Pacific Coast Representatives,

**THE BRUNETTE COMPANY,**

461 Mission St.,

San Francisco Cal.



## SPEEDS OF ENGINES

### How They are Affected by Fly Wheels, Strokes, Bores and Other Things.

At the present time there is no fixed rule that can be taken to determine the number of revolutions at which a gasoline engine should run, says J. W. Roebuck in the *Auto-car*.

An investigation of the entrants for the last thousand miles reliability trials shows that a number of engines are run at speeds in the neighborhood of 800 revolutions a minute, these engines being chiefly of the multi-cylinder type, while those running at speeds exceeding 1,000 revolutions a minute are principally of the single cylinder type, having a small bore and equal or slightly longer stroke, with a few notable exceptions, where a very large bore is used in conjunction with a long stroke.

The tendency at the present time is to increase the revolutions of the slower speed engines and decrease that of the higher speed, so that probably as time goes on most engines will run at an approximate normal speed of 1,000 revolutions a minute.

With a well balanced engine this appears to be quite a feasible and reliable speed at which to run, and the all round efficiency of an engine running at this speed appears to be quite satisfactory. There is less liability to overheat the cylinders, bearings and valves than with higher speeds, and not so much wastage of lubricating oil.

A great many engines are made either with bore and stroke of equal dimensions, or the stroke of the piston longer than the diameter of the cylinder.

If a high rate of revolutions is combined with long stroke, the piston speed becomes high relatively to a short stroke engine. The result is the long stroke engine does not lend itself to racing much above its normal speed for any length of time. As the heating effect on the cylinder increases rapidly, much more lubricating oil is required, and invariably after a time "knocking" ensues; the engine then exerts less power, slows down and stops altogether, however efficient the cooling water arrangements are. With a small bore, long stroke, slower speed engine, more advantage can be taken of the expansive force of the gases in the cylinder, while the large bore, short stroke, high speed engine depends much more on the "impulse" effect of the explosion on top of the piston. For a given power developed, there should be less internal friction in a large bore, short stroke engine, and hence a more efficient engine should be obtained.

Again, taking the relative piston areas of a 4-inch diameter and 5-inch diameter engine, it will be seen that, since areas vary proportionately to the square of the diameter, although the diameter has only been increased by one-quarter, the area has been increased in the ratio of twelve and a half to

nineteen and a half, or by nearly two-thirds of the total. Hence all bearings and wearing surfaces should be increased in the same proportion, and also by a further amount due to the increased number of revolutions of the high speed engine over the low.

This is a point frequently overlooked by designers, in which case arise the complaints that the large bore, short stroke, high speed engine is a type that rapidly wears out or knocks itself to pieces. When properly designed, both high and low speed engines have their particular field of action, wherein by various circumstances one or the other is best for the special object in view.

For motorcycle and voiturette work, a high speed, small bore and stroke engine is mostly used, because small over-all dimensions can easily be obtained, the inclosed flywheel type of engine lending itself particularly well to compactness, neatness, cheap manufacture, low cost of upkeep, economical running and is easily adapted to fit in wherever required. Excessive labor is not required to work over the compression at starting, owing to the small cylinder dimensions, and the effect of each explosion is not felt when running at anything approaching the normal speed, but rather a uniform turning effect, owing to the small interval which elapses between successive explosions.

A small weight of flywheel is required, owing to the high speed at which it runs, a large reserve of energy thus being stored up in a comparatively small and light flywheel rim.

When larger power engines having more than one cylinder are employed, the number of working impulses per cycle of two revolutions transmitted from the piston to the crank shaft is increased by the number of cylinders added, if firing is carried out consecutively; in this case the turning effect becomes more uniform and more closely approximating to that of a steam engine, and the engine will run at low speeds without the force of each explosion being noticed.

With a single cylinder of large bore, when required to run at slow speed, a large and heavy flywheel must be provided to get over the compression stroke, otherwise the engine would slow up and refuse to do this. Slower speed means lower power in practically direct proportion to the reduction in the number of revolutions; therefore the area of the cylinder must be increased again, and thus again the flywheel must be increased. Hence it follows that a large bore, long stroke engine running at a slow speed must come out larger and bulkier, as well as heavier, than a similar power engine of smaller bore and stroke, but running at high speed.

On heavier cars, where every pound of extra weight is not of such vital importance, multi-cylinder engines are used in conjunction with lower speeds, heavier flywheels, medium bore and longer stroke.

The relation between the proportion of bore to stroke and how they affect the power developed has not yet been fully thrashed out.

Assuming equal compression in all cases,

and taking an engine having cylinders 4-inch bore by 6-inch stroke, it is certain that for steady, continuous scale readings on the brake test a more uniform and higher horsepower is obtained than with an engine having the same cubical capacity, but the bore area and stroke so proportioned as to give the ratios of 4-inch bore area and 6-inch stroke inversely, i. e., approximately 6-inch bore by 3 1-16-inch stroke, or 5-inch bore by 5 7/8-inch stroke.

For the varying conditions of road work, where the power taken from the engine is very variable, the long stroke engine proves superior for long pulls over hilly country, but for shorter stiff stretches which may be rushed the short stroke engine is superior, for it can be accelerated for a short time to much above its normal speed without damage; but the long stroke engine is more sluggish in its action, and cannot be accelerated to anything like the same extent, and is also prone to vibrate excessively. Hence speed gear changing must be oftener resorted to. After all, the proportions of bore to stroke are not of vital importance, but have interest more from the scientific and specialist's point of view.

What the general public requires is to be assured that a motor will do all that is desired in the way of performance in actual work, i. e., the points to look for are: Reliability, freedom from excessive wear, freedom from vibration running light or under load, simplicity and sound design, no tendency to overheat under ordinary conditions of working, accessibility of all parts likely to require examination or renewal, economy in running, both in gasoline and lubricating oil, and fair price for value in the motor.

To expect to obtain the above points in one particular brand of motor is not unreasonable, and they can be obtained, provided one is willing to pay fairly for them. In this case, the extra first cost is never regretted, and such a motor is bound to give pleasure and every satisfaction in use.

**RIDE A**

# **Cushion Frame**

**MODEL.**

## **The Highest Grade**

**OF BICYCLE CONSTRUCTION AND THE MOST**

# **Luxurious Bicycle Made**

**ALL DEALERS.**



# The Bicycling World

## AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, May 28, 1904.

No. 9

### THE JOBBERS' PROGRAMME

**Will Occupy Three Days and Includes Many Meetings—The Work Outlined.**

It has been decided that the annual meeting of the National Cycle Trade Association in New York shall occupy three days, the programme as arranged being as follows:

June 22—Meeting of executive committee, 10 a. m.; meeting of active members, 12 M.; joint meeting of jobbers and manufacturers, 3 p. m.

June 23—Meetings of committees.

June 24—Final meeting of active members, 4:30 p. m.

The joint meeting will be held in the Cosmopolitan Hotel, corner Chambers street and West Broadway. The other meetings will be held in the office of the association.

T. James Fernley, secretary-treasurer of the National Hardware Association has been invited to address the joint meeting. Fred C. Gilbert, of the Pope Mfg. Co., will also deliver an address dealing with the Boston May Day Parade and other methods of stimulating interest in cycling.

The entertainment committee, consisting of W. A. Graham, of John H. Graham & Co.; F. E. Castle, of the Twentieth Century Mfg. Co., and A. Seipel, of Bridgeport Gun Implement Co. are arranging an attractive programme that will pleasantly while away the idle hours of the three days.

According to the present plan the most momentous affairs that will come before the meeting for discussion are outlined by the following four resolutions which will be presented at the joint session on the first day, June 22:

Resolved, That it is the sense of this meeting that all manufacturers should extend to jobbers the same dating on spring orders that jobbers usually have to extend to their customers, viz.: April 1.

Resolved, That it is the sense of this meeting that jobbers' prices should be extended to jobbers only.

Resolved, That a classification committee of eighteen, composed of three bicycle manufacturers, three coaster brake manufacturers, three tire makers, seven jobbers and the president and secretary-treasurer of the N.

C. T. A. be appointed by the president to formulate a list of those entitled to jobbers' prices; ten votes being necessary to place any name on the list.

Resolved, That it is the sense of this meeting that catalogues; price-lists or other advertising matter reaching the rider should not quote net trade prices.

In his notification to the members, President Leng expresses the hope that "the active members will present a strong and united front in demanding recognition of their rights," and adds: "The motto of this association from the first has been 'Jobbers Prices for Jobbers only,' and to this question all other should be subservient. If any other question comes up which is distasteful to even a minority of our members, let it be dropped to the end that we may the more unitedly devote our strength to the main issue."

### Houk Surrenders to the Combine.

After holding out for nearly a year and making an outward show of preparing for a strenuous defense, Green & Houk, of London, have surrendered and laid down to the British coaster brake combine. The Combination Hub Co., Ltd., which, as is well known, claims to hold the master patents and has been successful in scaring off a number of concerns, and in exacting royalties from others.

The effect of Houk's surrender is that he will now pay royalty, and that the price of the G. & H. Special, which he markets, and which is made for him in this country, will be slightly increased.

Meanwhile the combine has instituted proceedings against Seabrook Bros., of London, who also import their coaster brake from this country.

### Eclipse Passes Last Year's Record.

"We have no complaint to make," said R. D. Webster, sales manager of the Eclipse Machine Co., Elmira, N. Y., who was in New York this week on a flying visit. "The sales of Morrow coaster brakes have finally passed last year's record, and we are now 'all to the good,' despite the setback of the wintry spring." While here Webster entered the Metropole Cycling Club's coasting contest, which occurs in this city on June 11, in which both he and J. E. Morrow, son of the coaster brake's inventor, will compete.

### QUITS THE CYCLE TRADE

**Federal Mfg. Co. Turns Over its Cycle Productions to Pope Mfg. Co.**

The Federal Mfg. Co., of Cleveland, will no longer make bicycle parts, and its Garford factory, at Elyria, will no longer make saddles. Henceforth the company will devote itself solely to the manufacture of automobile fittings. The report that gas engines will be included in its productions is authoritatively denied.

The manufacture of the Federal company's saddles, pedals and light cycle stampings will be taken over by the Pope Mfg. Co. itself, and will be continued in the Rambler and Crescent factories in Chicago.

As is generally known, the Federal Mfg. Co. is but one of the units of the Pope Mfg. Co., and formerly operated as the Cycle & Automobile Parts Co., which grew out of the American Saddle Co., organized by A. L. Garford, who still remains the head of the Federal establishment.

### Tried to Form Corner in New Zealand.

Even in faraway New Zealand an effort has been made to corner the coaster brake market, a concern styling itself the Free Wheel Co., Ltd., having recently sought by bringing suit to prevent the sale of imported bicycles fitted with coaster brakes. The effort failed, however, and the result is that bicycles fitted with coaster brakes can still be exported to that country without danger of patent litigation.

### Tire Makers Have Three-Days' Talk

The big men of practically all the big tire manufacturing companies were in conference in New York on Monday, Tuesday and Wednesday of this week. A day each was devoted to the subjects of solid, single tube and detachable tires, both for bicycles and automobiles, but no inkling of what was done was permitted to escape.

### Offices No Longer in Factory.

The general offices of the India Rubber Co. have been removed from the factory at New Brunswick, N. J. to 16 Warren street, New York. All correspondence and other business details will be hereafter handled at the latter address.



## HARRY R. GEER DEAD

### Supposed Trifling Injury Carries Off "the Motorcycle Man" in the Prime of Youth.

Harry R. Geer, who was probably the best known motorcyclist and dealer in the West, died at his home in St. Louis on Sunday night last, the 22d inst.

It was first given out that he died of an illness of but three days' duration, but it came out later that his death was due to an accident which occurred on Wednesday. It appears that he was riding a motor bicycle at what is described as "a fair rate of speed," when a friend on the sidewalk called to him, causing him to turn his head suddenly. As he did so, he collided with a milk wagon and broke his nasal bone.

At the time of the accident his injuries did not appear serious, as he was able to return to his store before going home, to which he went unaccompanied. He took a turn for the worse the following day, when he became unconscious. No medical or surgical treatment seemed to afford him relief. He remained unconscious until the end.

The immediate cause of his death was found to be the pressure on the brain of a small piece of the nasal bone.

Geer, who was twenty-seven years of age, is survived by a wife and three-year-old daughter.

Geer was a native of Boston, where his mother and sister reside. He went to St. Louis some eight years ago. He was brimful of energy and ideas, and with a keen appreciation of the value of publicity and bargains he built up a good business in bicycles and supplies. When the motor bicycle made its appearance, he at once embraced it whole-heartedly, and made it the leading feature of his business; he styled himself "the motorcycle man." He was president of the local trade association, and also a member of the competition committee of the Federation of American Motorcyclists.

Geer was a daring, almost reckless rider. On both bicycles and motorcycles he had raced with some success, only last year placing the St. Louis-Chicago road record to his credit.

### How Properly to Clean a Wheel.

With the appearance of the newer and younger generation of riders, some of the things which were wont to be discussed a decade ago will to a certain degree bear repeating. To keep a bicycle in a new and clean condition requires but little care and attention, provided it is done in the proper manner, yet few wheelmen, judging from the appearance of their mounts, appear to understand how easily the desired result can be accomplished.

By suspending the bicycle by means of ropes attached to the handlebar and saddle, and of such length that the bicycle and parts

can be easily gotten at without stooping, the cleaning process can be easily done in a short time and with little inconvenience or discomfort. The machine should be dusted off, and if bespattered with mud washed with a wet sponge, care being taken not to scratch the enamel. Let dry, and then wipe off all the parts and frame with a cloth which is kept slightly moist with oil. When treated in this manner the bright parts will not tarnish, even if exposed to moisture, and will always remain in a bright and new condition. A machine is much more easily handled by suspending it as described, either for cleaning or repairing, than by turning it upside down.

### Wants Managers and Repairmen.

F. M. Jones, Sacramento, Cal., the Racycle distributor on the Pacific Coast, who maintains several branch stores in that territory, has openings for a couple of competent managers, and also for several good all-around repair men. Mr. Jones is a live, wideawake merchant, and the positions he has to fill, coupled with the opportunity to revel in the "glorious climate" of California, should prove attractive to men even on this side of the continent.

### Taxes on Worcester Plant Paid at Last.

Taxes on the plant of the defunct Worcester Cycle Manufacturing Company at Middletown, Conn., which have accumulated since 1896, have been paid over to Tax Collector Senglaub, of Middletown. The amount was \$5,783, and does not include the taxes for 1903. Foreclosure proceedings were begun last June, but were not pushed as a settlement had been promised. The money was paid by the American Surety Company, which is the agent for the owner of the property, Mayor Burns.

### Hoover-Ball Increases Capital.

The Hoover-Ball Co., Newark, O., has increased its capital stock to \$50,000, and an issue of \$25,000 6 per cent preferred stock has been authorized. Nearly all this stock was subscribed for on the day it was issued, showing that local capitalists have a more than ordinary degree of confidence in the management and stability of this progressive company.

### No Demand for Medium Grades.

"My trade this year has taken a peculiar turn," said Mr. M. L. Bridgman, the veteran New York dealer the other day. "There is absolutely no middle ground. Buyers want either the high grade or the low grade; the demand for medium priced wheels is so insignificant as not to be worth mentioning."

### German Exports Still Going up.

The German export trade in bicycles and parts still continues to increase. The shipments for the two months ending February last aggregated 682 tons, as compared with 503 tons for the same period of last year.

## ST. LOUIS IS OPTIMISTIC

### Dealers Report Healthy Increase of Business and Seek to Account for it.

Not for several years have the dealers in St. Louis felt so optimistic of the future of the bicycle business.

The Hurek Cycle Company, which carries the Indian, National and Tribune is having a very successful year in motorcycles and has done a largely increased business in bicycles and repairing. "This is not due to the fair," said Manager Hurek, and added: "People have naturally taken to riding again, and it appears significant that not a few of my customers who purchased high grade bicycles last year are this year trading them in for motor bicycles. My business in bicycles, however, has been so good this year that I am more than satisfied with that end of it."

Morgan & Harding, who handle the Columbia and Pierce, are doing a fine business with the high priced models. St. Louis has for several years been a very poor city for high grades, and when Manager Morgan was asked how he accounted for this remarkable change, he replied: "Printers' ink! The better class of people come in, want to know all about the two speed gear that is advertised in the magazines, look it over and buy it. We have also disposed of several Superbs. Why, it reminds me of the old days; we have even resorted to telegraphing for machines."

Jordan & Sanders, the Rambler and Stearns agents, have also done well, and have almost completely disposed of their stock of second-hands.

### A Sign of the Times.

A clever move is being made by that enterprising concern, the Buffalo Specialty Mfg. Co. It consists in furnishing retailers with a signboard of solid brass on which are the words "Bicycles, Supplies, Repairs, Never-leak." The way the dealers obtain them is by saving the coupon packed with each dozen four-ounce tubes of Neverleak. Twelve coupons entitle a dealer to a sign. Any one ordering a gross of the tire fluid gets a sign immediately.

### Racycle Celebrates Seventh Birthday.

In celebration of the seventh birthday of its Racycle, the Miami Cycle and Mfg. Co. have issued an unusually attractive booklet, consisting entirely of full page photographic illustrations of cycling scenes in which the Racycle figured in various quarters of the world. Not only are the views selected a strong evidence of the widespread popularity of the Racycle, but of the extent, usefulness and pleasures of cycling in general.

Potsdam, N. Y.—R. D. Bottum, opened repair shop at No. 5 Main street.



## ENDURANCE RUN PLANS

### Six days of Competition and Three Classes of Awards Outlined.

The outline of the annual motor bicycle endurance contest, which for the first time will this year be controlled by the National Federation of American Motorcyclists, is now complete. The contest proper will cover a period of six days, as follows:

July 2—New York to Albany, following the East shore of the Hudson River.

July 3—Albany to New York, following the West shore of the Hudson.

July 4—One hundred miles paced regularity run.

July 5—Tests in New York City, comprising hill-climbing trials, and starting, stopping and slow-speed trials.

July 6—New York to Wilmington, Del., via New Brunswick and Trenton, N. J., and Philadelphia, Pa.

July 7—Wilmington, Del., to Cambridge, Md., where the annual meet of the F. A. M. occurs on the 8th and 9th.

There will be three classes of awards, for, respectively, those who participate in the events of July 2, 3, 4 and 5, for those who participate in the events of the 5, 6 and 7,

and for those who "take in" the entire programme. Only the latter class will be eligible for the grand prize, a diamond medal. The entry fee for all save the "diamond medal class" will be \$3; for the latter class, \$5. Entries will close June 25, with Will R. Pitman, chairman, 243 West Forty-fifth street, New York.

The touring section destined for Cambridge will leave New York at noon on July 5, under the direction of Dr. F. A. Roy.

At Cambridge will occur the annual election, also the annual jollification. The latter will include an afternoon of track events and a smoker and a number of runs and excursions. The Maryland city is surrounded by splendid shell roads and being located on the Chesapeake Bay, and in the center of an oyster, soft shell crab and fruit district, readily lends itself to the "good time" that is in preparation.

### Schweigerhausen Reaches New York

"Willie" Schweigerhausen, the German journal, whose perigrinations about the world on a bicycle, have been duly chronicled from time to time during the past few years, has at last reached New York. He delivered lectures in Brooklyn this week before the Brooklyn Turn Verein and will repeat the lecture next week before the Eastern District Turn Verein.

## GOOD-BYE TO LEATHER

### New York Motorcyclists Formally Cast It off and Evolve a New Dress.

The New York Motorcycle Club has finally and officially set its seal of disapproval on leather clothing for motorcyclists' wear, and relegated that garb to the "hired men." After six months of endeavor to select and agree on a suitable uniform, the club has adopted a suit of Scotch tweed of "pepper and salt" color—a gray that is not too light to readily show oil stains and not too dark to readily show dust. The coat will be of the half Norfolk pattern, capable of being buttoned closely at the neck when occasion requires, and with more pocket room than usual. The trousers will be of the ordinary knickerbocker pattern, or long trousers to be worn with leather leggings, as the individual member desires. The cap will be of the same gray material as the clothing.

As R. G. Betts, the chairman of the uniform committee, expressed it, "this garb will not only remove from motorcyclists the appearance of hired chauffeurs out for an airing, which the hot, heavy, uncomfortable leather clothing suggests, and while it will not look particularly 'uniform' what is more to the point, it will impart to its wearers the appearance of a lot of gentlemen, similarly and quietly attired, which, it seems to us is more to be desired than braided toggery."



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Chicopee Falls, Mass



# THE BICYCLING WORLD

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NEW YORK, MAY 28, 1904.

## The St. Louis Exhibits.

While all of the cycle exhibits at the St. Louis Fair are not yet completely installed, enough is visible to make plain that the most is not being made of the opportunity.

As a rule, the plan that has been adopted is to display various products in their highest state of development. Thus one passes up and down the long aisles of the Transportation Building and beholds a vast outlay of all the modern facilities relating to transportation, all beautifully finished.

To the general public there is little that is novel in what is modern. One may look at two or three large locomotives or view the line of fine Pullman cars without emotion or remark, and unless they own or intend to own an automobile they will pass through that aisle without giving the exhibits much attention; this is also the case with the finely finished bicycles that are displayed. People, as a rule, are used to seeing such vehicles, and will give them little more than casual notice. It should be borne in mind

## THE BICYCLING WORLD

that amid such a vast outlay of highly refined products one becomes weary and longs for something of a different nature.

In a few instances this relief has been furnished. Thus the railroads show some of their early trains and views of fine scenery along their lines. And in the case of the B. & O. Railroad, their much treasured historical collection of locomotives is exhibited, together with their records and how they were made. Similarly, some of the automobile makers exhibit their crude early models.

To the person who is an enthusiastic wheelman, however, the display of all the latest models, all beautifully finished, may be interesting enough, but if a few old ordinaries and some of the earlier types of safeties were shown the contrast would be so striking that the attention of the general public would at once be drawn; and the vast improvement that has been made would be apparent at a glance. In addition, photographs, statistics and such records that would illustrate the great difference between the past and the present and showing the pleasure to be had by cycling would be of value. There is room also to show all the later innovations—the coaster brake, two speed gear, cushion frame, etc., the advantages of which might profitably be placarded.

The main benefit of an exhibition is its educational feature, and what is chiefly needed by the cycling interests to-day is to attract the attention of and to educate the non-riding public to the benefit and pleasure to be derived from riding a thoroughly modern high grade bicycle. It will be unfortunate if the St. Louis function is permitted to pass without a real effort in that direction.

## As a Missionary Medium.

What a true missionary the bicycle really is.

How it encourages all women and men to follow one another on straight and narrow paths. How it leads the sedentary and the morose out into the ravishing radiance of nature where all things preach and "invite the soul."

At this season, not only the stones, but the bursting buds, the warbling birds and the tender hue of the first foliage, all sing sermons to the cyclist.

Out on rural roads, "embosomed in nature," the wheel teaches man the narrowness of city life and strife, the vainness of its triumphs, the anguish of its woes.

Billiousness and bicycling cannot be co-extensive. When a man wheels away the bile and dyspepsia from his system he ban-

ishes most of his troubles and restores his mental poise. Out of the physical poise that the bicycle compels there is insensibly derived a mental and a moral balance.

Riding teaches us to keep to our own side of the road and to respect the right of way of others. It teaches us to give even vicious dogs a wide berth. The philosophy of how great an influence little things have upon careers, is never more impressed than by a pinhole puncture in a tire.

A breakdown on a bicycle when it occurs miles from a railroad station is most often a lesson on the folly of using poor material; when it occurs near a railroad station and one has not the amount of the fare home it is an incentive to use one's wits in devising a way to "raise the wind" without any great commotion, and also a lesson to always travel prepared for emergency.

A few years ago many ministers condemned the bicycle because it led so many past the churches. When the bicycling fell off the men who rode past did not get into the churches any more than they did before, and quite a few who formerly used their wheels to ride to church, did not substitute pedestrianism, but stayed away, and now ministers are advocating the bicycle as a good missionary.

The fall of man was probably from a bicycle.

When all the world is cycling everything will be moving smoothly.

## Influence of the Second-Hand.

"The divinity that doth hedge"—a second hand bicycle in the eyes of the average dealer, is something wonderful to behold. Even now, lowly as is the estate to which the old creak has fallen, it possesses a value in the eyes of the dealer, provided it is offered to him in trade. At any other time, or on any other terms, he regards it with the most unmitigated contempt. Ask him to buy it outright, and he will, if feeling in a pleasant humor, laugh at you indulgently and reply that he would not give a copper for it. Ask him what it is worth—without any ulterior design on his bank account—and he will tell you impartially and judiciously that it is worth just what you can get for it—which, he is likely to add, will be little or nothing. In short, he goes a little further than the circumstances really demand in "bearing" the entire secondhand family, holding nearly every member of it a fit occupant of the scrap heap.

But this is when he is disinterested. Dangle the bait of a trade before him, and he be-



comes a changed man. Whether it is the prospect of making a sale, even when it has a string to it in the shape of an old, worn out machine that were better dumped in the sea, or that there is something about the machine that exercises a fascination on the unfortunate dealer, it is not easy to say; but in such case the value of the secondhand jumps from zero to a very tidy figure, even reckoned from the seller's standpoint. It becomes an article of value, one worthy of being an object of barter, and the dealer becomes possessed of a desire to acquire it which sometimes even goes to the lengths of being disassociated from the anxiety to dispose of the new one. We have even known cases where not only was more allowed for the secondhand than it could possibly be sold for, but enough more to come perilously close to wiping out the entire profit on the new machine!

There was a time when this foolish, not to say suicidal, policy was at least understandable. But that time has long since passed, and the margin of profit is now so small that there is no excuse for such "monkey business." Nevertheless it is continued.

Why this should be is inexplicable. In no other business is such a policy followed. Neither in sporting goods nor in articles of wearing apparel does the purchaser ever think of chaffering with the dealer for an allowance on his cast off articles. It would take monumental "gall" to suggest such a thing, and the salesman would stare in blank amazement at the mere suggestion. The cast offs are cast or given away, and that is the end of them. They do not act as a disturbing element in the trade, unless it be indirectly, through the recipients of them being possible purchasers otherwise. The mere thought of asking tradesmen to kill the sale of their own goods by buying—think of it!—cast offs would be regarded as monstrous.

How long will this anomalous state of affairs continue in the bicycle business?

#### One Benefit of Automobiling.

One great boon to cyclists conferred by the automobile is that the newest type of vehicle takes all the attention of the police and leaves cyclists unmolested. Who ever hears of a cyclist being arrested for riding too fast, for not carrying a lamp or a bell nowadays? Happily, there is but little scorching now, compared with its prevalence in former years, but still there is some. One can meet the "hot stuff" and the "would-bes" on the good roads about the city on any

pleasant Sunday. They are as big a nuisance as ever to the leisurely rider, and they injure the sport by making women and children fearful; but they go on without any police interference.

In former days the police used to "bag" the cyclists by the dozen on Sundays and holidays, just as they are now doing with the automobilists. Having the motor car users for victims and a new vehicle of progress to persecute for their own pastime, the cyclists seem wholly forgotten. This is not an unmixed blessing to the cyclists. It is pleasant not to be constantly apprehensive of the clutch of an overofficial policeman, but on the boulevards and city parkways it will be a misfortune if scorching goes unchecked.

#### Return of Mud Guards.

Among the fittings which have come back with the return of cycling reason is the mud guard. A properly fitted guard is light, does not detract from the appearance of the bicycle and is a boon to those who are compelled to ride on wet streets or dusty roads. The improper fitting of a guard, however, can cause much discomfort or annoyance. A guard that is not true or is too short, or that fits too close to the tire, easily becomes clogged, with the result that more mud is thrown than if no guard were used at all. The accumulation of mud also acts like a brake, and all that is left for the rider to do is to look for a stick and clean it out.

Neatness should also be aimed at in attaching guards to a bicycle. When improperly secured or in a slipshod manner, they mar the appearance of the machine, and if too light or frail they are apt to vibrate or rattle.

Improperly fitting a mud guard can easily cause a rider much annoyance. A guard may be too short, or if it is not true or fits the wheel so close that it easily becomes clogged in riding over muddy places, whereby more mud is thrown than if no guard were used at all. The accumulation of mud also acts as a brake by rubbing on the tire, and, finally, there is nothing left to do but to hunt a stick and clean it out. If the guard is too frail or not securely fastened, it may rattle or squeak, and if the leather flap is not attached to the front guard mud is thrown on the feet.

Neatness should also be taken into consideration. If attached in a slipshod manner or if not properly finished, the appearance of the bicycle is spoiled.

Guards properly fitted are a boon and are an influence for regular use of the bicycle.

With them it is possible to ride over wet places at reasonable speed without in the least bespattering the bicycle or its rider. But if they are a source of annoyance in any way, and they frequently are, they may cause the rider to remove them, thereby greatly lessening his comfort and pleasure, with the result that he may quit cycling altogether.

#### "Those All-Fired Yankees."

Australian racing cyclists must cultivate better finishing sprint if they ever hope to vanquish the American visitors, is the conclusion reached by one of the Australian papers. Its description of a race meet is in part as follows:

"Iver Lawson and Major Taylor were absent, consequently the show was a sort of benefit for Floyd McFarland. He mopped up everything he started for, and he started for everything available. McFarland gathered in the six big events, and never gave anybody else a show. This success of the Yankee wheelists in Australia grows monotonous. Although McFarland had to meet men like Scheps and Walker, he won easily. In the Northcote Stakes he conceded Walker 10 yards and Goodson 40. The secret seems to lie in the final sprint, the culminating jump. Until Australian riders develop more of the kangaroo characteristic at the final the all-fired Yankee will go on accumulating Australian gold."

#### Ingraham to Manage Charles River.

Jas. F. Ingraham has been appointed manager of the Charles River Park track at Cambridge, Mass., by the owners of the property. After J. C. Kennedy died it was reported that the Cambridge oval was to be managed by F. L. Howe, but the owners made an agreement with Ingraham. He has been the manager of the eight lap track at Revere Beach, Mass., for several years, and has been very successful there. He is expected to do well, as he has been a racing man himself, and is popular with Boston racegoers and the newspaper men. It was at first reported that Ingraham would continue to manage the Revere Beach track in addition to the one in Cambridge, but it is now understood that Hugh MacLean is to be manager of the Revere Beach track.

#### New York Motorcyclists' New Home.

No. 1,904 Broadway, where the New York Motorcycle Club established the first motorcycle club rooms in this country, knows that organization no more. The club has taken possession of new and larger quarters at No. 10 West Sixtieth-st., immediately off Broadway, and practically at the entrance to Central Park. There, on the second floor, the club will have a large and newly renovated assembly, or meeting, room, and also a lounging room and library; on the same floor facilities for lockers and baths are available. The storage, or wheel, room is on the ground floor. As every want is now supplied, the club will enforce a \$5 initiation fee after its June meeting.



## KREBS BEATS KRAMER

**Champion Meets First Defeat of the Season  
but Sets up New Mile Record.**

Vailsburg hailed a new hero last Sunday when "Flying Dutchman" Floyd Krebs took Kramer, Fenn and John Bedell into camp in the final heat of the half mile open professional event. The victory of the Newark man was very pleasing to the crowd of more than seven thousand spectators, and they gave him a great reception when he dismounted to go into the training quarters. The champion took his defeat good naturedly, and only laughed when the crowd in the bleachers "joshed" him on account of Krebs's successful steal. Then just to show there was no ill feeling, Kramer went out in the one-mile handicap and made a new American record for the distance, his time being 1 minutes 52 3-5 seconds from scratch. Oliver Dorlon, the Coney Island boy who won his novice race and also a horse and buggy on the 27th of last June, at Manhattan Beach, graduated from the ranks of the "Non-Winners." William R. Lee squelched the "Pride of Vailsburg" in his heat of the quarter mile open, and then won the final handily. The "Cycling Derby Tryout," as the ten-mile handicap was called, had forty-nine starters, with seven starting from scratch, but the race went to Alfred Ashurst, a 360-yard man, who overhauled the scratch men and refused to be shaken off, winning by a full lap. Iver Lawson rode an exhibition eighth in 12 4-5 seconds.

The half-mile open was divided into four heats, the winner only to ride in the final. John Bedell had little trouble winning the first heat. Krebs had Root, Tom Butler, Collett and Dorlon as opponents in the second heat, and he jumped them before the first quarter had been ridden. No one but Dorlon seemed very anxious to go after him, and he won by half a lap. Menus Bedell and Fenn met in the third heat, and contrary to the expectations of the crowd, Fenn defeated Bedell by a length. The fourth heat was delayed a few minutes on account of one of Hadfield's tires bursting, but as another could not be had in less than 15 minutes Kramer won without opposition from the former oarsman. At the bell in the final heat Fenn was leading, followed by Krebs, Kramer and John Bedell. Krebs dropped to the rear after crossing the tape, and made his jump on the first turn. The others let him go, in the fond delusion they could catch him when they were ready, but the "Flying Dutchman" had other plans. He continued to gain, and Kramer waited until the eighth pole was reached before he made any real effort to catch the runaway. He had waited too long, for he had only reached Krebs's pedals when the pair crossed the tape. John Bedell was third, an open length behind Kramer.

Kramer was the lone scratch man in the one-mile handicap, Fenn and the Bedell

Brothers being placed on the 20-yard mark, with three men at 160 yards, and the same number at 180, twenty-seven riders starting. Kramer was off his mark very quickly, catching the 20-yard men before they had gone an eighth of a mile. John Bedell paced to the end of the first quarter when Kramer took up the work. Fenn and Kramer set such a hot pace that the Bedells were shaken off before the last quarter was reached. Fenn and Kramer were at least 100 feet behind the leaders when they passed the judges' stand on the bell lap, but Fenn rode like a machine and swept around the limit bunch until he dropped his team mate in the lead at the eighth pole. Kramer then went out for the tape with Root in hot pursuit. The Bostonian managed to gain enough in the stretch, so that he was at Kramer's cranks when they passed over the line. Fenn was third in spite of his hard work in Kramer's aid. Kramer's time by quarters was 31, 27 4-5, 26 1-5 and 27 3-5. The former American record for the distance was 1:55 3-5, made by McFarland at New Haven on June 11, 1901, in a mile handicap from scratch. The world's record is 1:49, made by McFarland on March 12, 1904, at Sydney, Australia.

Dorlon and Newkirk and Tom Butler and Collett were teamed in the race for riders who had not won a first at Vailsburg this year, twenty riders starting. Newkirk and Dorlon went to the front after the bell rang for the last lap, and Dorlon started for the tape in earnest at the eighth pole. Tom Butler sprinted after Dorlon but could not gain on him through the wind in the stretch, being half a length behind at the tap, Galvin was third, three lengths back of Butler.

There were several surprises in the heats of the quarter mile open amateur, in which the winner only qualified. Lee took Billington into camp by a wheel in the first heat. In the fourth heat Schlee and Chappey were shut out by Gebhardt, who won the novice race at Vailsburg on April 17. In the fifth heat Goerke lost to Coffey by two feet, Downing, Lemberg and Rupprecht being the others who qualified for the final. Downing tried to sprint the entire quarter in the deciding heat, but the effort was too much for him, Lee, Rupprecht and Gebhardt passing him on the last turn. Lee out-sprinted Rupprecht in the stretch and won by a length. Downing was fourth, close to Gebhardt.

The "Cycle Derby Tryout" is run annually as a ten-mile amateur handicap just before the historic Irvington-Millburn twenty-five-mile road race is contested and an effort is made to secure the entries of all of the ambitious "simon pures" who intend to compete in the Decoration Day classic. Of the forty-nine actual starters there were seven on scratch, the others stretched out with ten at 360 yards, and tiny Charles Helborn, of Vailsburg, at 380 yards. Downing, Schlee, Billington, Lee, Goerke, Schwab and Quille were on scratch, Mackay and Chappey at 80 yards and Lemberg, Rupprecht, Zanes, Coffey and Kluczek at 160. The scratch men were very leisurely in start-

ing after the long markers, and it was a comparatively easy matter for four of the 360 yard men to catch them, the quartette who thus gained a full lap being Ashurst, Husse, Miller and Wilkins. Ashurst was the first one to overhaul the scratch men, getting them before they had ridden three laps, and other three taking a longer time to catch up.

There was a great deal of maneuvering on the part of the scratch men for the purpose of losing Ashurst, but he proved too wise for them. Kluczek fell in the sixth mile, Billington and Schlee falling over him without being injured. At 6 1/2 miles, all of the limit men except Ashurst had been shaken off by the scratch men, but Ashurst was still with them. On the first turn of the last lap of the eighth mile Lee, Zanes and Bichette tumbled in a heap, and there were but ten riders left on the track when the last mile was begun. When the bell rang for Ashurst's last lap, Schwab thought it was the signal for the scratch men and sprinted around the last turn with the plucky 360 yard man, leading him Goerke and Lemberg had either kept better track of the distance covered or had been told it was not the last lap for them, for they kept riding, Goerke having four lengths advantage at the last eighth pole. Downing led Goerke over the tape by less than a foot for second place, Lemberg being a good fourth. Not only did Ashurst win the race, but he also took the special lap prize, with thirty-eight laps out of a possible forty. The first prize was a Yale racing bicycle, and Ashurst rode it around the track once while the crowd cheered him.

### Summaries:

Half-mile novice—Won by Anthony Charles, East Orange; Charles Nerent, Tiger W., New York, second; Joseph A. Cassidy, East Orange, third. Time, 1:09 3-5.

Quarter-mile open, amateur—Won by William R. Lee, New York; Edward Rupprecht, Bay View W., Newark, second; W. Gebhardt, Brooklyn, third; Burton Downing, Garden City W., San Jose, Cal., fourth. Time, 0:33 1-5.

Ten-mile handicap, amateur—Won by Alfred Ashurst, Newark (360 yards); Burton Downing, Garden City W., San Jose Cal. (scratch), second; Oscar Goerke, National A. C., Brooklyn (scratch), third; Carl Lemberg, Garden City W., San Jose, Cal., fourth. Time, 23:37 1-5.

One-eighth mile, flying start exhibition—Iver Lawson, Salt Lake City. Time, 0:12 4-5.

Half-mile open, professional—Won by Floyd Krebs; Frank L. Kramer, second; John Bedell, third; W. S. Fenn, fourth. Time, 1:22 2-5.

"Non-Winners," three-quarters mile scratch, professional—Won by Oliver Dorlon, Coney Island; Tom Butler, Boston, second; J. Frank Galvin, Hartford, third. Time, 1:25 2-5. Lap-prize winners, Newkirk, 1; W. Coburn, 1.

One-mile handicap, professional—Won by Frank L. Kramer (scratch); E. F. Root, Boston (40 yards), second; W. S. Fenn (20 yards), third; John Coburn (140 yards), fourth; L. R. Lake (120 yards), fifth. Time, 1:52 3-5. Lap prize winners, H. B. Lake, 1; Benfer, 1; Kastendieck, 1.



## CLEVELAND'S REVIVAL RUN

**Collister's "Pants" Delayed the Start But Did Not Mar the Success.**

Cleveland in Ohio had its "revival run" on Sunday last, May 22, a day so bright and fair that there were fully fifteen hundred wheelmen assembled in front of the Chamber of Commerce at 9 a. m., the hour scheduled for the run to start. That, however, it did not start until an hour later was due largely to the non-appearance of George Collister, who, with W. F. Sayles, was responsible for the success of the run. The reason that Collister gave for being late was that he was unable to find his bicycle "pants;" after an hour's search found they had been relegated to the attic. The excuse was accepted, and the run started.

The line was headed by W. A. ("Pop") Skinkle, an ex-president of the Century Road Club of America, immediately followed by fifty ladies. There were old men and young boys; middle aged men in long trousers, and century riders with long strings of century bars. There was every kind of a vehicle that was ever manufactured under the name of a bicycle. Rusty old crocks with solid tires paraded side by side with the latest innovations of the bicycle manufacturers' art.

After a short run through the parkway the run ended at Gordon Park, a beautiful little resort on the shore of Lake Erie, about seven miles from the center of Cleveland, where it was photographed and all were invited by the urbane Collister to "come in and eat," which invitation they accepted with a yell that would have put a Wild West show to shame, and with a celerity that would have made a football team blush. After the eatables had been disposed of, which was accomplished in a very short space of time, the

old timers sat around and swapped yarns and renewed old acquaintances.

Among the old timers present were Charles E. Weaver, who appeared at the park on a brand new Racycle, and was greeted very much after the manner of a small boy with a new express wagon. Weaver admitted that the wheel was a present to him from Harry Walberg, of the Miami Cycle Mfg. Co., who disliked to see him walk to the park. Samuel G. Rigdon, of the Goodyear Tire Co., was also in line on a brand cushion frame National, but Samuel, alas! had his trousers tied around his ankles. Among other old timers present were Phil Dorn, Pop Skinkle, Ernest Warnke, Lee De Groot and Art Neil.

To George Collister and W. F. Sayles belongs the credit for the success of the run; they were supposed to have the assistance of the other dealers in the city, but it was assistance in name only. The above named gentlemen have worked hard and unceasingly for the past three weeks, and their efforts were repaid by having the banner run in the West this year, and that to in a town that has the name of being the deadest of the dead ones in the bicycle lines.

### Col. Pope Joins the F. A. M.

Colonel Albert A. Pope joined the Federation of American Motorcyclists this week. He accompanied his application with a letter commending the good work of the organization, having particular reference to the "Liberty bill" recently passed in this State, which frees motorcyclists from all fees, tags, labels, licenses, numbers and the like.

A three day tour to Atlantic City, Philadelphia and back, has been arranged by the Century Road Club of America for May 28, 29 and 30. It will be under the joint auspices of the New York and New Jersey divisions.

## CHICAGO'S "ENDURANCE RUN"

**Many Participants Pedaled Up Hill, But Despite It Received "Perfect Scores."**

Although it is officially announced by the secretary that the Chicago Motorcycle Club's "endurance run" from Chicago to Fort Sheridan, Ill.—three hours distant—and return, was "a pronounced success in every respect," no scores or statistics accompanied the announcement. It is added that the machines performed "so like a unit as to remove all doubts concerning their practicability and reliability under the varying conditions found in city and country." The run was much too short and too barren of rules to deserve the title applied to it, but it did serve to bring together the largest gathering of motorcycles ever seen in the Windy City. The only test of any moment on the route was the ascent of Hubbard Hill, near Highland Park, a steep, abrupt, serpentine grade with almost right angled curves. It is rated a "man killer" by bicyclists, and not a few automobiles have had to be hauled up by oxen. It is officially stated that every machine made "a perfect score" on the hill, and this despite the fact that a number of them, notably the heavy belt drivers, required pedal assistance.

### New Jersey Police Grow Strict.

The police of New Jersey, the only State that requires non-resident motorcyclists to pay the Secretary of State at Trenton a license, or admission fee, of \$1, have begun to rigidly enforce the law requiring the display of the numbered tags proving that the fee has been paid. A. J. Banta, of the Pope Mfg. Co.'s staff, and Will R. Pitman were among the New Yorkers who were recently "held up."



PARTICIPANTS IN CHICAGO'S FIRST ENDURANCE RUN.



## WALTHOUR RETRUNS

**Is Proclaimed World's Greatest Pace Rider  
—Only One Defeat Nars his Record.**

With the cachet of unparalleled success in Europe as a motor pace follower, Robert Walthour arrived in New York last Tuesday afternoon on the Kronprinz Wilhelm, of the North German Lloyd Line. Eli Winesett, his manager, and Gussie Lawson, his pacemaker, returned with the Atlanta man. Walthour and his two associates sailed on February 3, and he competed in eleven races in all, winning ten of them. The race which he lost was at Berlin, on May 1, when he met Robl, whom he previously had defeated in a decisive manner. The match was at 100 kilometres, and Walthour was leading when his pacing machine gave out. His spare motor was sent out to his aid, but it did not work satisfactorily and he was forced to abandon the race.

The trip was a very successful one for Walthour, as the French and German newspapers hailed him as the fastest American pace follower who ever visited Europe, and say that he is the greatest rider in the world back of motor pacing machines. It was also a satisfactory journey in a financial sense, as he brought back almost \$6,000 as the result of his contracts with race meet promoters and bicycle and tire manufacturers.

While he was abroad Walthour raced in Berlin, Dresden and Paris, in the latter city appearing at three different tracks, the indoor track, the Velodrome d'Hiver and the two outdoor courses, the Buffalo Velodrome and the Parc des Princes. Victor Breyer, manager of the Buffalo Velodrome, saw Walthour win the last six-day race in Madison Square Garden, and was so impressed with the Southerner's ability that he offered him a contract calling for at least six races behind motor pace, with as many more as the Atlanta man cared to compete in. He won nine straight races before the unlucky day at the Sports Park, Berlin, when his motors failed him.

He made such a favorable impression that he has signed with Breyer to ride in France again in the late summer and fall, his first race to be at the Buffalo Velodrome on August 14, against an opponent yet to be selected. Walthour expects to sail for France about August 5, and will probably again take Gussie Lawson with him to act as his pacemaker. His contract with the Paris promoter calls for at least fourteen races, though the number will doubtless be largely increased, as Walthour is hailed as the "unbeatable" rider all over Europe, and has become a great favorite in spite of his defeats of the native riders.

During his short visit Walthour met and defeated the following noted pace followers:

Robl, Bruni, Contenet, Michael, Tommy Hall, Brecy, Biere, Salzmänn, Bonhours, Dangla, Demke, Buission and Ryser. Before his mishap at Berlin, when his pacing machine would not work, Walthour had met and defeated Robl three different times. Tommy Hall did not meet Walthour in his earlier races, and both Hall and many of the people in France were of the opinion that the diminutive Englishman would be able to lower the colors of the apparently invincible American. Hall holds the world's hour record of 54 miles 545 yards, and was sure he could defeat Walthour—before he met him.

Hall finally did have an opportunity to show what he could do against Walthour on May 8 in the final of the Grand Prix de Republique. The race was to have been decided at the Parc des Princes, but the rain prevented outdoor racing. The match was therefore run off at night on the indoor track, the Velodrome d'Hiver. The track is narrow, and the field of six starters was divided into two trial heats at twenty kilometres, the final to be at thirty kilometres.

Tommy Hall, Bruni and Michael were in one heat, and Hall was the winner. In the other heat Contenet and Biere were opposed to Walthour, and the latter won, with Biere second. Biere rode in the final, as his heat was faster than the other one. Walthour won the final in most convincing style, averaging 1:08 to the mile from a standing start. Biere was second, more than two miles behind the Atlanta man, and Hall was an extremely bad third.

Hall and his supporters attributed the little Englishman's bad defeat to the small track, and many and dire were the prophecies they made as to what would happen to Walthour if he would consent to meet Hall on a large track, such as the Parc des Princes or the Buffalo Velodrome. If the Atlanta man would not consent to meet Hall again before Walthour returned to the United States Hall would follow him there, if necessary, in order to demonstrate that Walthour's victory had been a fluke.

Walthour said he was perfectly willing to race Hall again if the latter could make arrangements to meet him on May 15, as he had booked his passage for the Kronprinz Wilhelm, which sailed from Cherbourg on May 18. Hall had been signed to ride somewhere outside of Paris on that day, but his managers finally had him released from the contract, at a reported cost of 5,000 francs for his non-appearance, and the pair were matched to meet at the Parc des Princes track at Hall's favorite distance, one hour. In addition to Walthour and Hall, Bruni, perhaps the best French pace follower, also competed.

Walthour was again the winner, and that in spite of the fact that one of his tires exploded and he had to change wheels. He also had to change his pacing machines at another time. He rode more than fifty-three miles in the hour even with the obstacles he was forced to overcome, and at thirty kilometres, before either of his accidents hap-

pened, he was well ahead of the world's record for the distance. Bruni was almost two miles behind Walthour, while Hall only covered a trifle over thirty miles in all.

Walthour is scheduled to race at Charles River Park, in Cambridge, on Decoration Day, probably at both the afternoon and night races, and will then go to Atlanta at once. Nat Butler is the man he will meet first in his home city, and he will race against the veteran for fifteen miles on June 3. The pair will meet again on June 5 in a twenty-mile race, and if Butler wins either of the contests they will again meet on June 6 at thirty miles. Walthour will come North again and race at the Charles River Park track on June 17 or 18.

### Rutt Alters his Plans.

Walter Rutt, of Germany, will not be a competitor on the Grand Circuit of the National Cycling Association, though he may come to this country for a few match races during the latter part of August and September, according to Eli Winesett and Gussie Lawson, who returned with Robert Walthour from France last Tuesday.

Winesett and Lawson lived at the same hotel in Paris as Rutt during their stay in the French capital, and were very much impressed by Rutt's riding. They say his resemblance to Kramer is startling, and predict that he will give the American champion a great fight if the pair ever meet in a match race. Rutt has many offers from track managers all over Europe, and seems to think he can do better by remaining there than he could by coming to America.

As Rutt intends to compete in the world's championships which are to be run on the Crystal Palace track in London in September, he does not think he will make an American trip this year. Winesett and Lawson both think Rutt is the best sprinter in Europe when he is in condition. Rutt told them he was sick when Bardgett defeated him at the Canning Town track in London on Good Friday, April 1.

### How Downing Avoided an Accident.

Burton Downing, the San Jose amateur, who has been "doing things" to the best Eastern amateurs recently, gave an involuntary exhibition of trick riding in one of the heats of the quarter-mile open race at Vailsburg last Sunday. The race was run in six trial heats, with the winners only to qualify for the final. In making his last desperate effort right at the tape to win so as to be eligible to ride in the final, Downing literally pushed his bicycle over the line, slipping back off the saddle as he did so. Many of the trainers who were standing alongside of the track ran after him, thinking that Downing would fall on account of the speed at which he was travelling. The San Jose man, however, kept on his machine by stretching out his arms, and rode around the track to the entrance of the training quarters in safety.



## CHELSEA MILKMAN WINS

### Moran Defeats Butler and de Guichard— Many Suspected Amateurs Ride as Pures.

James Moran had little trouble winning the twenty-five mile motor paced race which was run last Saturday night at the Revere Beach track at Revere, Mass., in which Basil de Guichard and Nat Butler were his opponents. The race was run from a flying start, Moran having the pole, his pacemaker being Fred White. Butler, paced by William Saunders, was in the middle and de Guichard on the outside, was paced by James Hunter. Moran had an advantage of two yards when the starting gun was fired, and was never headed during the contest. He led de Guichard by five and three-quarter laps at the finish, and the latter was six laps ahead of Butler.

Butler obtained a slight lead over de Guichard at the start, and, though the latter made several attempts to pass Butler, he was forced to drop back. In the second mile Moran passed de Guichard for a gain of one lap, though the "Frenchman" from Providence, R. I., did his best to keep the Chelsea man from passing him. In the fourth mile Moran gained a lap on Butler after one unsuccessful attempt. During the sixth mile Moran gained another lap on de Guichard, and soon after gave Butler such a hard fight that the latter lost his pace. While Butler was regaining his pace de Guichard passed him, and had a lead of half a lap over him before he got going again. Moran gained his third lap on de Guichard at ten miles, the latter having almost a full lap gained over Butler at the time. In the twelfth mile de Guichard created some excitement by attempting to pass Moran, but had to fall back. Moran gained his fourth lap over de Guichard in the thirteenth mile, when de Guichard gained his first lap over Butler. During the fourteenth mile the rear tire on Butler's pacing machine exploded, and he lost six laps before he secured another pacemaker. Moran gained his fifth lap over de Guichard in the nineteenth mile, during which Butler gained back one of the laps he had lost to de Guichard. Moran's time for the twenty-five miles was 38:13 2-5, and his fastest mile was the first one, which he rode in 1:17 1-5.

Before the motor paced race Albert Champion rode a two-mile exhibition, paced by James Hunter, in 3:02 2-5. It was his first appearance as a racing cyclist since he was injured last fall at the Brighton Beach track in an automobile race. Champion had been training for but two weeks, and his showing was an excellent one.

There were eighteen starters in the ten-mile open amateur race, many of whom had been invited to register as professionals last fall by the Board of Control of the N. C. A. J. A. McNeil won the special prizes for leading at the first and second miles. Harvey Giles won the third mile, A. Simburg the fourth, J. B. Coffey the fifth, William Younie the

sixth, A. W. McDonald the seventh, J. Alton the eighth and L. A. Stoughton the ninth. D. Connolly led during the first part of the concluding mile, but J. A. McNeil passed him on the last lap, and won from Fred Goyette by a narrow margin, A. W. McDonald being third. The time for the ten miles was 26:22. Summary of the paced race:

| Mile. | Leader. | M. S.     |
|-------|---------|-----------|
| 1.    | Moran   | 1:17 1-5  |
| 2.    | Moran   | 2:43 2-5  |
| 3.    | Moran   | 4:12 3-5  |
| 4.    | Moran   | 5:42 4-5  |
| 5.    | Moran   | 7:13      |
| 6.    | Moran   | 8:43 1-5  |
| 7.    | Moran   | 10:15 3-5 |
| 8.    | Moran   | 11:44 3-5 |
| 9.    | Moran   | 13:14 3-5 |
| 10.   | Moran   | 14:45 1-5 |
| 11.   | Moran   | 16:24     |
| 12.   | Moran   | 17:58 1-5 |
| 13.   | Moran   | 19:44     |
| 14.   | Moran   | 21:13 4-5 |
| 15.   | Moran   | 22:48 2-5 |
| 16.   | Moran   | 24:25 4-5 |
| 17.   | Moran   | 26:02 1-5 |
| 18.   | Moran   | 27:31 3-5 |
| 19.   | Moran   | 29:01 2-5 |
| 20.   | Moran   | 30:32 4-5 |
| 21.   | Moran   | 32:57 2-5 |
| 22.   | Moran   | 33:31     |
| 23.   | Moran   | 35:12 4-5 |
| 24.   | Moran   | 36:41 4-5 |
| 25.   | Moran   | 38:13 2-5 |

### Mock Wins T'other Fellow's Race.

Charles Mock, king pin road racing man of the rival organization, won the race home from Valley Stream, L. I., to Bedford Rest, Brooklyn, last Sunday, in the annual spring century run of the Country Road Club Association. The course of the run was from Bedford Rest to Jamaica, Freeport, Amityville, Hicksville, Freeport and Valley Stream, and back to Bedford Rest. There were 127 starters, and the pace makers for the first division were D. M. Adee, captain, L. V. D. Hardenberg and J. W. Johnston; second division, T. M. Jones and Charles Leng; third division, J. D. Stern and E. Miller, and for the fast division, Thomas E. Finger, Charles Burch and J. A. Olson.

The time of the fast division for the fifteen miles from Valley Stream to Bedford Rest was 56 minutes, and the order of finish was as follows:

- 1—Charles Mock, C. R. C. of America.
- 2—H. B. Appleton, Brower Wheelmen.
- 3—Joseph M. Eifler, C. R. C. Association.
- 4—G. Duester.
- 5—Michael Eustace, C. R. C. of America.

### Nine Tigers go to Worcester.

Under the chaperonage of their energetic president, H. A. Gleisman, the Tiger Wheelmen, of New York City, will send a team of nine road riders to compete in the twenty-five-mile road race which is scheduled to be run at Worcester, Mass., to-day. The men who will try to win some of the fine prizes at "Personville" are as follows: W. Van den Dries, W. Schefske, J. Chuard, H. Van den Dries, H. S. R. Smith, H. Hintze, Joseph Kopsky and H. A. Glielman. It is very likely that Kopsky will change his mind about making the journey, as he is under a thirty-day suspension by the National Cycling Association for competing in a novice race after having won a prize.

## WEATHER FAVORS THEM

### Californians have had 95 Pleasant Days This Year—Some Road Comparisons.

Writing from Pomona, Cal., to the Century Road Club of America officials here, H. H. Wheeler gives some interesting information concerning the weather and road conditions in California. He says:

"Of the one hundred days of 1904 already past, there have been ninety-five pleasant ones—fair, the weather bureau would call them—on any one of which a century could have been ridden without getting wet or muddy. One might say it is almost a rule that rains in Southern California come mostly in the night, and often cease in early morning. After every rain but one this year, it has been possible, from four to six hours after the rain stopped, to go out, and, by picking one's course and dodging puddles, to ride a century on a 20-mile or even a 50-mile course. This is the case on the porous, gravelly soil of the foot-hill region, where the water both runs off and soaks in quickly.

"Our natural dirt roads are good in the winter season, and sidepaths, until June or July, when carriages and wagons begin to run in them and cut them up. There are a good many miles of roads surfaced with a decomposed granite, with clay enough to make a cement-like surface. These roads, when properly laid and of best material, and properly kept in repair, make excellent travelling and wheeling, for, possibly, ten years; but are not permanent roads, like your State roads of New York, New Jersey, Massachusetts and Connecticut.

"There are also hundreds of miles of oiled roads. Of course, these are unspeakably better than deep dust or unrideable sand, but the minute a wheelman strikes one it is as if a brake were gently applied, and fast riding is impossible, except with great exertion. Also, at night, they appear perfectly black, and nothing ten feet ahead can be seen; while the 'graveled' roads look white, and objects in the road can be seen a long ways in advance.

"There are no level courses, such as you have in New Jersey and on Long Island; but have either hills or long, tiresome up-grades; so that, while there are a few good road racers here, probably the times made in the East will never be equalled.

"There have been some enthusiastic conventions lately, about what is known as El Camino Real, a highway to follow, as closely as practical, the old roads which led from one mission to another, from San Diego to San Francisco. If this highway materializes, or if the State gets a good appropriation under the Brownlow bill, Southern California with really good, permanent roads, and its unsurpassed climate during the winter season, will be one of the wheelmen's paradises."



## A. C. C.'S PRACTICAL WORK

### Committee Submits Long List of Needed Road Improvements—Invites Suggestions.

At the May meeting of the Associated Cycling Clubs of New York, George C. Wheeler, chairman of the streets and roads committee, reported on the following desirable improvements about the city, and a resolution was adopted authorizing the committee to recommend the improvements to the city authorities (1) That Featherbed Lane be lighted between MacComb's Dam Road and Jerome avenue. (This is a very dangerous hill, with steep grades and sharp turns.)

(2) That Bailey avenue be lighted between Sedgwick avenue and Kingsbridge Road. (This road extends through a very dark woods, and is the only means of communication between Fordham Heights and Kingsbridge.)

(3) That Pelham avenue be paved from curb to curb between Park avenue and the Southern Boulevard. (This avenue is the only direct connection between Jerome avenue, Washington avenue, etc., and Bronx Park and the Pelham Parkway. At present there is only a narrow strip of fair macadam in the centre of the roadway, the rest of wide roadway being loam and clay, which becomes an impassable mud stretch after every rainstorm.)

(4) That Mosholu avenue macadam be resurfaced between Jerome avenue and the old Croton Aqueduct. (This is the worst piece of road in Cortland Park, being entirely worn, out and the telford foundation is now breaking through the surface.)

(5) That Jerome avenue be "cleaned up" between East 200th street and Van Cortlandt avenue. (These three blocks are littered with old tin cans, bottles and other rubbish thrown out there by the tenants in the tenements on east side of the avenue.)

(6) That the Union Railway Co. be requested to place a red light upon north side of last pole between their tracks on Jerome avenue, directly opposite the entrance to Woodlawn Cemetery. (The tracks separate at this point, extending northward on either side of the roadway, and riders and drivers going southward have no sign to warn them of narrowing in of the tracks and the dangerous pole in center of roadway.)

#### Borough of Brooklyn:

(1) That the following streets be asphalted so as to give smooth paved connection between Brooklyn Bridge and De Kalb avenue; Sands street from Brooklyn Bridge to Pearl street; Johnson street from Pearl street to Prince street, and Prince street from Johnson street to De Kalb avenue.

(2) That Glenmore avenue macadam be repaired or resurfaced from Ashford to Elderts Lane.

#### Borough of Queens:

(1) That the Merrick Road be repaired or resurfaced between Jamaica and Springfield.

(2) That the pavement be restored at the intersections of Borden avenue and Jackson

avenue, underneath the new Vernon avenue bridge, Long Island City.

The streets and roads committee gave notice at the meeting that it will be pleased to receive suggestions for improvements or complaints regarding present condition of the streets and roads anywhere within the limits of Greater New York. They will promptly investigate all such matters, present petitions to the city authorities and take such other action as may be found necessary to secure the desired results.

This invitation is extended not only to cycling clubs and individual cyclists, but to automobilists, road drivers and all users of the public highways.

At this same meeting the association adopted resolutions protesting against the proposed grab of the cycle path on the new Williamsburg Bridge for moving platforms.

### Wichita Wheelmen's Effective Protest.

Wheelmen of Wichita, Kan., are in a state of jubilation, and with good reason, for they have just succeeded in showing what cyclists can do by uniting and working together. What the wheelmen of Wichita have done is an example for riders everywhere.

For years the cyclists of the Kansas city enjoyed the privilege of riding their wheels on the sidewalks, where the road was bad, and as bad roads were plentiful the privilege was a boon. Then the "city fathers" drew up an ordinance prohibiting cyclists from using the sidewalks anywhere at any time. The wheelmen were stirred up, the Schollenberger brothers taking a prominent part, and two thousand of them were brought into line for a sturdy protest. A petition signed by the two thousand was presented to the "city fathers," and the protest was heeded. The wheelmen won. As H. J. Schollenberger pointedly puts it, the result was:

"We know ourselves,  
We know each other;  
The people know us;  
We are not a 'thing of the past.'"

### A. C. C. Opposes Washington Bridge Trolley.

President Joseph Oatman of the Associated Cycling Clubs of New York appeared before the Board of Aldermen at a public hearing this week to protest on behalf of cyclists against the granting of a franchise for a trolley line over the Washington Bridge across the Harlem. Mr. Oatman was the only representative of cyclists present at the hearing, although the matter is a serious one for all riders. The various bridges over the Harlem and East Rivers are so given over to railroads that cyclists have few safe courses for travel between the boroughs of the big city. It is getting worse instead of better, and it is time cyclists should protest in no uncertain tones. New bridges are being built on which there will be accommodations for citizens of every sort except cyclists.

Pomona, Cal., is probably the banner bicycle city of the country. The population is about 6,000, and there are 3,000 or more bicycles in use there. Out of all this number there is not a single racing man.

## SIDEPATH TAGS SELL FREELY

### St. Paul Wheelmen Undertake Their Disposal and Thereby Save County Money.

The wheelmen of St. Paul, Minn., are responding loyally to the appeal to buy sidepath tags, now that the price has been reduced from \$1 to 50 cents. T. L. Bird, who is looking after the matter on behalf of the Association Wheelmen, in speaking of the agreement to sell 8,000 tags if the price was put at 50 cents, said that in two weeks they have sold approximately 2,200 tags. The commission had previously been selling tags for a month at \$1 each, paying a clerk in the county treasurer's office \$80 a month for selling them, and had sold less than 272, the tag of that number being sold for 50 cents.

There are now six men at work on the paths, according to reports, and Bird believes that \$500 a week should be more than enough to keep the paths in order. He says 6,600 tags were sold last year at 50 cents each. There is no expense for selling the tags through the bicycle dealers, the saving of the \$400 a year paid for clerk hire by the sidepath commission being one of the reasons why the wheelmen desired the new method adopted.

Only a small proportion of the bicycle riders have as yet purchased tags, according to Bird. He counted twenty-two wheels in one day which carried no tags. The ten special police of the wheelmen will patrol the paths and insist that all riders who use the paths purchase tags. Three-fourths of the riders of the city are children, and many of these have not obtained tags. Bird says that with few exceptions the dealers are pushing the sale of tags, and he is sanguine that more than the agreed number will be sold.

### Los Angeles Tradesmen Stir Cyclists.

A rustle of new earnest is being heard all along the line from the Atlantic to the Pacific. The Los Angeles Cycle Board of Trade is up and doing. It has planned to devote a great deal of time and energy to popularizing cycling this season. To begin with, it arranged for a big run on Sunday, May 29, and this is the circular through which the news was spread:

"You are one of the 'boys' who should be in line for the 'ozone' ride on your bicycle.

"Sunday, May 29, 1904—Starts at Ninth and Spring streets at 9 a. m.; destination, Griffith Park.

"Invite all your friends. Bring along a big bunch of your enthusiasm, but be sure to leave at home your luncheon, for the Board of Trade is going to serve fillings free.

"The time of your life. Music by the famous Swinett Band; bicycle races, speeches, songs and dances by celebrated cold-feet artists. Come along and be mama's big boy once again. Cut out your dignity, but be sure to spring on us the latest joke you have heard. If you are not in line we will miss you."



## ODDS AND ENDS.

The Columbia Cycle Club has been organized at Methuen, Mass., with Charles Lyons as president and Augustus Garry as secretary.

George D. Ferguson, a Mount Vernon wheelman, has sued the city of New York for \$200 damages for a fall caused by colliding with the lid of a manhole which had been left off. He alleges gross neglect.

The British Society for the Prevention of Cruelty to Animals has taken action on the practice of some wheelmen of having their dogs follow them on their runs. Recently a cyclist was prosecuted for the offense.

A clever bicycle thief is operating in Anacosta, Mont. A number of wheelmen have reported losses of machines to the police, and on one night recently two were stolen from residences in different sections of the town.

The risk that is taken in holding on to a moving street car is shown by an accident that recently befel a Melbourne cyclist. In addition to being badly injured, he was subjected to a fine in the police court for negligent use of his bicycle.

Parisians are to see a revival of 24-hour paced races. The "Bol d'Or" is to be contested at the Buffalo Veldrome on July 13 and 14, and is paced by multicycles. The Parc des Princes track is also to have a 24-hour race on August 6 and 7, which will be paced by motor bicycles.

Charles Mock, Michael Eustace and Fred Mommer, of the New York State Division of the Century Road Club of America, will be competitors in the big twenty-five-mile road race handicap which is to be run to-day under the auspices of the bicycle dealers and repair men of Worcester, Mass.

Of all the curious and novel ways adopted nowadays to sell goods, the following advertisement, taken from a Bristol (England) paper, is little short of capping the climax: "Read This.—With every high-grade Coventry cycle sold this month we will give one ton of best coal. The cycle guaranteed. Half the regular price."

Emile Bouhours, one of the best known of the French motor pace followers, has given up cycle racing. He had been a racing man of prominence for nearly fifteen years and held the hour paced record many times, as whenever another rider would ride farther than his last attempt, Bouhours would go out and regain his lost laurels.

A bicycle trip up to the top of, and a ride around the crater of Popocatepetl by W. A. De Gress, of Mexico City, is the subject of an artistic booklet issued by the G & J Tire Co. This daring and almost impossible adventure is briefly described and profusely illustrated by striking photographs that were taken at various stages of the trip.

Jacquelin, the famous French sprinter, has paid the fine of 500 francs imposed upon him by the U. V. F., the governing body of French cycle racing, and has been restored to good standing. He refused to pay the fine at the time it was imposed, and was unable to ride in the Grand Prix de Republique, which was recently decided in Paris.

The Pope Century Club has been organized in Oklahoma City, with twenty members and these officers: J. F. Whitfield, captain; George Aldous, lieutenant, and Worth L. Mitten, secretary. Road races for members only will be held weekly, and on June 15 a big open race from Oklahoma City to Edmond, Okla., and return, a distance of some thirty miles.

The Thibodaux Cycling Club, of Thibodaux, La., has elected the following officers: President, Charles J. Coulon; vice-president, Dr. H. S. Smith; second vice-president, Charles Y. Mire; corresponding secretary, Paul P. Delaune; financial secretary, Paul Legendre; treasurer, S. R. Coulon. The club has a membership of fifty-three, and was organized ten years ago.

The old proverb, "If wishes were horses beggars would ride," has come into real life in the Transvaal save that in this case the wishes are bicycles and not horses. According to a foreign source, the tramps in that country are now riding bicycles, and it is not an infrequent occurrence for people to be stopped by the tattered cycling beggars and asked for alms.

A thief whose specialties seem to have been trading stamps and bicycles was run to earth at Hoboken, N. J., last week. His name is Benjamin Mianecki, and he is being held in \$1,000 bail to await the action of the grand jury, charged with stealing a bicycle. Mianecki has confessed the theft of two bicycles, one from Joseph Igoeat, of No. 262 Newark avenue, and the other from a man named Westervelt.

Arthur W. Ross, introduced to the crowd as "the Harrison Dumpling," made his first appearance of the year last Sunday, and rode in the three-quarter-mile race for riders who had not won a first at Vailsburg this year. He did not start in the one-mile handicap, as the official handicapper was not present to give him a prize in case he failed to be among the placed men at the end of the race.

Cutting the tires on a bicycle belonging to a successful rival for the favor of a pretty senorita was the cause of W. B. Laiyu spending twenty days in the jail at Santa Ana, Cal. Tomas Monrial was the hated rival upon whose bicycle tires Laiyu wrecked his vengeance, and an unfeeling judge found him guilty of malicious mischief. He was sentenced to pay a fine of \$20, with the alternative of twenty days in jail, and he chose the jail sentence.

William Coburn, once of St. Louis, but now of Newark, has been rather unfortunate since he re-entered professional sprint racing at the Vailsburg track. As one of the spectators expressed it last Sunday after Coburn had fallen in the "non-winners" race:

"Will Coburn has a high average to date, two starts and two falls, but, of course, he may not be able to keep on falling every time he gets up in a race; if he does I will begin to think his middle name is Stinson."

Jed Newkirk says that Robert Thompson is slightly mistaken in some of the statements the latter has made in Boston. Newkirk intends to follow the Grand Circuit this year as a sprinter, and will remain at Vailsburg to train with the other riders who are quartered there. He may go to Boston for one or two motor paced races, but paced racing will be a side issue with him this year. Newkirk will combine forces with J. P. Jacobson, of New Haven, with whom he teamed in the last two six-day races.

George Leander is one of the latest converts of sprint racing, a serious accident while following pace at Atlanta assisting materially in his change of heart. Though the big Chicagoan will ride in the motor paced races for which he has engagements, he has signed a contract to ride as a member of the Rambler team of the Pope Mfg. Co., taking the place vacated by Bowler. Leander has been riding under the management of Nat Butler as a pace follower. He will likely team with Tom Butler in sprinting races and handicap events.

Days of "auld lang syne" are recalled by reports of feats which are to be attempted at Washington, D. C. Stuart G. Franz, described as a "famous trick rider," will attempt to climb the Capitol steps on a unicycle; if he survives that feat he will take his unicycle and endeavor to perform the dangerous task of riding across Cabin John Bridge on it. Years ago, on the old high wheels, similar feats were successfully performed by "Bert" Owen, "Will" Robertson and other Washington worthies.

For not complying with the rules governing the contest, the New Century Wheelmen, of San Francisco, have been deprived of second place in the great annual 100-mile relay race around San Francisco Bay on May 8 and placed last. Their team actually finished in second place, as A. Trout, of the New Century Wheelmen, defeated A. T. Smith, of the Oakland Wheelmen, by one second in the tenth and final relay, which ended on Central Avenue, in Alameda.

The action which caused the decision was the substitution at the last moment of David Maitland for A. Carlson, who was to have ridden the second relay. Maitland was not eligible, as he does not reside in San Francisco, where the New Century Wheelmen is registered from. The action of the club was a violation of the rules of the California Associated Cyclists, and the New Century team was placed last in consequence.



## ALL ROSY FOR CLASSIC RACE

**Entries and Prizes for Irvington-Millburn Exceed Those of Last Year.**

Instead of there being any flagging of interest in the historic old Irvington-Millburn road race, the classic event continues to more than hold its own. Last year there were 101 entries, and up to Wednesday of this week the official handicapper had received 112 entries, so the race will be as great as ever. As there are apt to be post entries, as well as entrants who fail to report at the tape, the number of starters will probably be close to one hundred, which insures a good race.

The known and unknown talent is about evenly divided in the list, and the prospect seems fair for the race to evolve a new star, as there are only four men on scratch and none of them are former time prize winners. The quantity of out and out scratch men was missing, so the scratch mark had to be filled by riders who would have been a little further out had Schlee and other riders of his class entered. One of the four men on scratch this year will be Adolph Krohn, who won the race last year from the 5.30 mark. His three companions on scratch are Edward Meyers, H. L. Lind and Robert Meyers. The distribution of riders on the different marks, which shows where the big bunches will be, is as follows: 7 minutes, 1; 6½ minutes, 4; 6 minutes, 16; 5½ minutes, 11; 5 minutes, 25; 4½ minutes, 22; 4 minutes, 10; 3½ minutes, 5; 3 minutes, 6; 2 minutes, 2; 1 minute, 6; scratch, 4.

On last Wednesday all arrangements for the race were practically completed. The prize list was arranged, and the officials of the day definitely selected. In accordance with the policy of the committee the men who are to do the judging and timing and the starting, and who will watch the turns and doings along the road, are men who have been long in the game. Will R. Pitman is to be referee. Other officers of the day are: Henry W. Maull, president Bay View Wheelmen, chief judge; associates, J. J. Neary, Belleville, A. C.; William Luckemeier, B. V. W.; H. B. Neblette, N. Y.; Peter Murray, B. V. W.; Charles Dietz, National Turn Verein, Newark; Otto Helffitch, B. V. W.; E. M. Schuetzinger, M. C. C., N. Y.; Fred Griebel, B. V. W.; J. C. Oatman, N. Y.; Christian Ahner, B. V. W. The chief timer will be Arthur Jarvis, of the Metropole Club, New York. He will have with him Messrs. M. L. Bridgman, Herbert R. Johnston, James F. Connelly, Lewry J. Wycóff, William Rink, Albert Ruoff, Edward Bedford and Fred Wright.

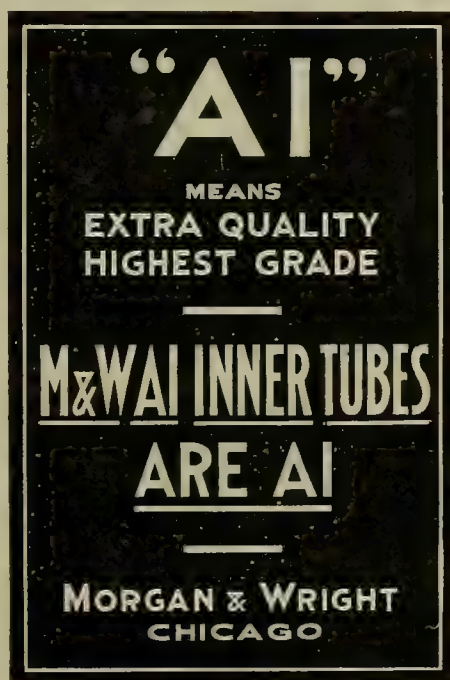
Paul Hagehow, of Jersey City, will be the chief scorer at the finish line. With him will be Messrs. P. A. Dyer, of the C. R. C. of America; H. A. Gleisman, of the Tiger Wheelmen; Frank C. Cornish, of the Yale

Wheelmen; R. J. O'Crowley, Charles Foils, Captain Eaton, Herbert Austin, August Wester, James McCullom, William Heyl, Louis Wuerth and William Rein.

The clerk of the course and starter will be Gabriel Abenistie.

Captain Robert Wright, of the Bay View Wheelmen, will be the Chief Marshall of the course.

A look at the list of prizes offered is interesting. The first seven men across the tape at the finish may in their turn have their choice of a Columbia, a Yale, a Pierce, a Reading Standard, a Stearns, or a Bay View Wheelmen Special bicycle. Next, or first, as the winner chooses, will be a year's scholarship in the Newark Business College. Following these prizes there will be fifty-five others to be chosen from. They begin with Palmer tires and silk racing suits and end with bicycle horns.



NEW YORK BRANCH 214-216 WEST 47TH ST.

The time prize list is an especially attractive one this year. The winner may have his choice of a handsome diamond studded gold medal, offered as a special trophy by the Newark Daily Advertiser, or he may select a gold watch, given by one of the members of the Bay View Wheelmen; second and third prizes, respectively, will be gold watches, and fourth will be a very fine gold medal.

Club prizes, one for the club making the most entries, and one for the club having the most finishers, consist of a silk banner for the one and a silver cup for the other.

### Hurley Begins Training.

Marcus L. Hurley, of Columbia University and the New York Athletic Club, started training last Tuesday at the Vailsburg track. He has finished his college work, having taken his last examination on Monday last. He will be a competitor for the amateur championships which will be decided at the St. Louis Exposition during the first week of August.

## CHARM OF THE HIGH GRADE

**Cheap Cycles may Look as Good, but There is a Great Difference in the Riding.**

There is, it has been truly said, something in the high-grade bicycle that the purchaser of the cheaper sort has never experienced, and does not dream of," says the Scottish Cyclist. "It is difficult to convince the ordinary individual that there can be any difference between the comfort and pleasure of two cycles that look so much alike and have so much in common. There is a swing, a life, a response, to every impulse in the one that is largely lacking in the other, and that has so much influence on one's comfort and pleasure that it is only simple truth to say that the extra cost is an investment that is never regretted. He cannot see 50 per cent in the difference in appearance, and he is loth to believe that the price is other than a tax on snobbery—the fee which the snob is willing to pay to obtain something that will distinguish him from the ruck. But there is no snobbery in cycling to-day; certainly there never was less. Purchasers of the higher grades to-day are men who have learned by experience the difference the extra expenditure makes in their effort. The few pounds saved in weight is something which has to be paid for, and which tells as surely on the road as it does on the spring balance. But there is more than weight in the scale. The higher the grade the greater the factory cost from first to last. The most skilled workmen, the most careful supervision, an hour more spent on this, a shilling more spent on that in processes which would be impossible to adopt in machines on which productive cost has to be scraped down to a practical limit. We don't say that the medium bicycle is not a good running machine. It is probably better than the high-grade of four or five years ago, but the attention to and grasp of the subtleties of cycle construction must be paid for, and those subtleties are as expressive in their results as are the subtleties of tailoring, gun-making, boat building, fishing-rod or billiard cue construction. If it were not so no firm could commercially hope to succeed in trading away four grades of the same machine. The material is probably only slightly different, and only in minor particulars; fittings vary, finish rises with the price, but, as we have said, there is much more than all that in a high-grade bicycle. It goes uphill easier, it runs downhill more comfortably. It does not cease to roll as soon as you stop pushing. These are attributes which at one time could only be obtained in very few even high-grade bicycles. We are more fortunate to-day, for if you care to pay for them you can get them in your favorite mount, and need not sacrifice ideas of equipment and design, as the cyclist of those days had to. There is no happy accident possible by means of which you may get them in a cheap machine. They must be put there by brains and skill, and you will be merely wise to invest in them.



## FIXTURES.

May 28—Worcester, Mass., 25-mile road race.

May 30—Portland, Ore., five-mile road race, also coasting contest.

May 30—Irvington-Millburn 25-mile handicap road race.

May 30—Grand Rapids, Mich., road race.

May 30—Dorchester, Mass., road race.

May 30—Chicago-Evanston road race.

May 30—Red Bank, N. J., Storck road race.

May 30—Salt Lake City, 18-mile road race.

May 30—Indianapolis, Ind., 14-mile road race and 5-mile motor bicycle race.

May 30—Baltimore, Md., 10-mile road race.

May 30—Detroit, Mich., 25-mile Belle Isle road race.

May 30—Terre Haute, Ind., 11½-mile road race; also coasting contest.

May 30—Colorado Springs, Col., 5-mile road race.

May 30—Bloomington, Ill., 14-mile road race.

May 30—Spring City, Pa., 20-mile road race.

May 30—San Antonio, Texas, 6-mile road race.

May 30—Buffalo, N. Y., 25-mile road race and 50-mile motor bicycle contest.

May 30—Ogden, Utah, road race to Utah Hot Springs.

May 30—Williamsport, Pa., road race.

May 30—Reading, Pa., 20-mile road race.

May 30—New York City, N. Y. Motorcycle Club hill-climbing contest.

June 4—Lawrence, Mass., 10-mile road race.

June 11—New York Metropole C. C. coasting contest.

June 11—Denver, Col., 25-mile road race.

June 11—Memphis, Tenn., 10-mile road race.

June 15—Oklahoma City, O. T., 30-mile road race.

June 16—Bloomington, Ill., 8-mile road race and track events.

June 19—C. R. C. A. 50-mile road championship of United States and Canada.

June 19—Milwaukee, Wis., 14-mile road race.

July 2-7.—Annual endurance contest Federation of American Motorcyclists.

July 4—Bloomington, Ill., 14-mile road race.

July 4—San Antonio, Texas, 15-mile road race.

July 8-9.—Annual meet Federation of American Motorcyclists at Cambridge, Md.

July 10—C. R. C. A. 50-mile open road race, Long Island.

July 28—Bloomington, Ill., 8-mile road race.

August 1-6—St. Louis Exposition meet.

August 18—Bloomington, Ill., 20-mile road race.

September 3—London, Eng., World's championships.

September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.

September 8-10—London, Eng., World's championships.

### Krebs's Premonition of Victory.

"I knew I won something to-day, sure; yesterday I bend me some new handle bars, and now I got my position shust right," said Floyd Krebs last Sunday when he had dismounted after winning the open race at Vailsburg from Kramer, Fenn and John Bedell. "I have been trying for these long times to get my position on my bicycle again, but never could I get it right until yesterday. Yesterday after I try my new bars I tell some of these other riders to look out for me, to-morrow, I beat Kramer, sure; but they stand around and they gif me the laugh, but I showed 'em. Maybe now they don't laugh so much at me and say I ain't no good for anything in a race with Kramer. They all think they're pretty good, but I notice that I was the first man to beat Kramer in open races this year."

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. \*\*\*

### Kopsky and Lind Suspended.

Joseph Kopsky, of New York, and Victor J. Lind, of Brooklyn, have each been suspended for thirty days by the Board of Control of the National Cycling Association for competing in novice races after they had won prizes in track contests. Kopsky is one of the most prominent members of the New York State Division of the Century Road Club of America squad of road racing men, and will thus be prevented from competing in the twenty-five-mile road race at Worcester, Mass., on May 28, and also the Irvington-Millburn twenty-five-mile event on Decoration Day.

### Jimmy Michael has Hopes.

Word comes from Europe that Jimmy Michael intends to return to the United States in order to compete in motor paced racing. He has been in Paris for some time, but made a miserable showing there, as he failed to win a single race. He was to have ridden at Cardiff, Wales, on May 23, and intended to sail for this country some time this week. Michael told the French newspaper men that there were several American race meet promoters who were anxious to become his manager and secure races for him, but he neglected to give the names of any of them.

### Albert Champion Going Home.

Albert Champion, the motor pace follower and motorcycle racer, intends to return to Paris, according to mail advices from there. He left France late in 1899 in order to escape a term in the French army, and until very recently could not return without being arrested as a deserter. An amnesty law has been passed in France, and Champion is credited with a desire to return to Europe, where he can make more money as pace follower and racer on motor bicycles than he can in this country. He is expected to arrive in Paris about the middle of June.



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## CONCERNING SPARK COILS

**Just How They are Made and How They Perform Their Functions.**

Perhaps the least understood of the various items of the ignition system is the induction coil. Its particular function is to "create," by induction, a high tension discharge across the gap at the sparking plug.

The coil itself consists of at least four important elements, and, in the case of a trembler coil, of an additional one, the vibrator, or trembling contact breaker. The four elements which comprise the coil proper are the iron core, the primary and secondary windings and the condenser. The primary circuit consists of a number of turns of fairly stout insulated wire wound spirally and in superimposed layers around a bobbin within which is placed the core, the latter, when the current is allowed to circulate in the primary, becoming a powerful electro-magnet.

The passage of a current through a coil of wire creates a magnetic field through its immediate vicinity. Such a coil is termed a solenoid, and possesses all the properties of a permanent magnet, with the important difference that the magnetism is wholly under control, and ceases entirely when the circuit is opened. The strength of the magnetic field, and consequently of its inductive capacity, is proportional to the number of turns of wire and the amperage of the current which is flowing. If, while the current is circulating in the turns of a solenoid, a mass of iron is introduced within the coil, it is found that the intensity of the magnetic field is increased enormously, this being due to the fact that iron has less magnetic resistance than air, or a greater conductivity for the lines of magnetic force, in the ratio of one to two thousand. If the core be a solid piece of iron, "eddy" currents are produced in its mass, so that it is usual for the core to be constructed of a bundle of soft iron wires, each lightly insulated from the other, and the whole pressed into a cylindrical form.

As has been said, the strength of the magnetic field is proportioned to the number of turns and strength of current circulating in the solenoid, so that it is advisable to have as many turns as possible without opposing too much resistance to the current flow in the primary circuit, the complete path of which embraces the whole of the low tension wiring—the lightly insulated conductor—and which passes in turn from the battery through the primary winding to, and through the interpreter and switch and so back to the battery.

It is now obvious that whenever the primary circuit is closed an extremely powerful magnetic field is created in its vicinity. Whenever a magnetic field is introduced into a solenoid an induced current of contrary direction is created in that solenoid, and with each make and break in the generating cir-

cuit a reversal of direction is given to the induced current in the adjoining solenoid. The potential difference of such induced current is directly proportional to the number of turns, and inversely proportional to its proximity to the locality of greatest intensity of the magnetic field. It follows, then, that in order to secure the highest efficiency in the secondary discharge—in which current strength (amperage) is of no importance compared with difference of potential (voltage)—this result will be best obtained by a great number of turns—many layers of very fine insulated wire wound around the primary coil as closely as efficient insulation of turn from turn, as well as of layer from layer, will permit.

### Tourists to Visit 2287 Towns.

On an alleged wager of \$5,000, C. C. Murphy and C. M. Darling, of Jackson, Mich., started a wheel on May 2 to visit at least one city in every State of the Union. Their itinerary includes stops at 2,787 towns. Murphy and Darling are determined to win. It will take eighteen months to make the journey, and 12,000 miles will be covered. This will necessitate twenty-five miles of travel a day. They will take photographs along the route, and these will be used to illustrate a book which will be written at the conclusion of the trip.

### Complaining of Syracusians' Conduct.

In Syracuse, N. Y., the cyclists are being censured for their disregard of the rights of pedestrians on the sidewalks of that city. The conduct of cyclists using a temporary bridge over the Oswego Canal has in particular aroused much indignation.

### No More Racks on Cleveland Sidewalks.

The City Council of Cleveland has repealed the ordinance which permitted bicycle racks to be placed on the streets of the city. The action was caused by the use of the racks for advertising space and because the council thought the privilege was being abused.

**RIDE A**

# Cushion Frame

**MODEL.**

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**OF BICYCLE CONSTRUCTION AND THE MOST**

# Luxurious Bicycle Made

**ALL DEALERS.**

# When in Doubt, Ask Indian Riders.



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GREENSBURG, PA., April 30, 1904.

HENDEE MFG. CO.,  
Springfield, Mass.

GENTLEMEN:

I am not in the habit of writing testimonials, but I have been riding one of your 1904 "INDIANS," and wish to state that it has given entire satisfaction. This is saying a great deal, as we have bad roads and plenty of 18 and 19% grades to contend with; but the Indian hauls me and has power to spare. It has given me no trouble of any kind. I would also state that a 1903 wheel has run a season and is doing the same kind of work. I have covered sixty miles over these hills and roads with three quarts of gasoline.

Yours very truly,

H. G. SAMPLE.

**Is anyone selling the Indian  
in your vicinity?**

**HENDEE MFG. CO.,**  
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Pacific Coast Representatives,  
**THE BRUNETTE COMPANY,**  
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Vol. XLIX  
No. 10

New York, N. Y., U. S. A., Saturday, June 4, 1904.

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**HAS NO SUPERIOR!**

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ST. LOUIS, MO., May 2, 1904.

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READING, PA.

*Gentlemen:* The Reading Standard Motor Cycles which have been shipped us this year are giving the best of satisfaction. As you no doubt are aware, we were agents for another make chain driven motor cycle, which used the Thor engine and carburettor, even if they did call it by a different name. We gave up their agency to take the Reading, and we are indeed pleased that we took this action, as we have not had a complaint this year. The workmanship and finish is better than anything I have yet seen in the chain driven line.

Respectfully yours,

HARRY R. GEER.

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let fall by one of our esteemed  
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3

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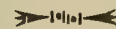
## NO WORK FOR NEW



1904 Model, No. 36, \$210.

3

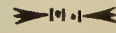
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HYGIENIC

CUSHION

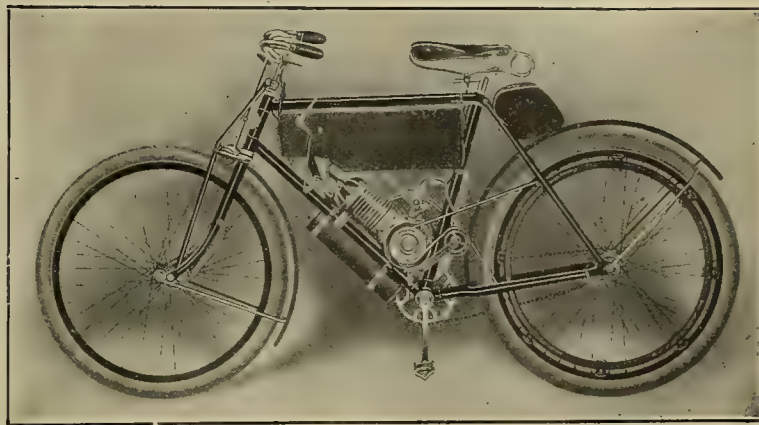
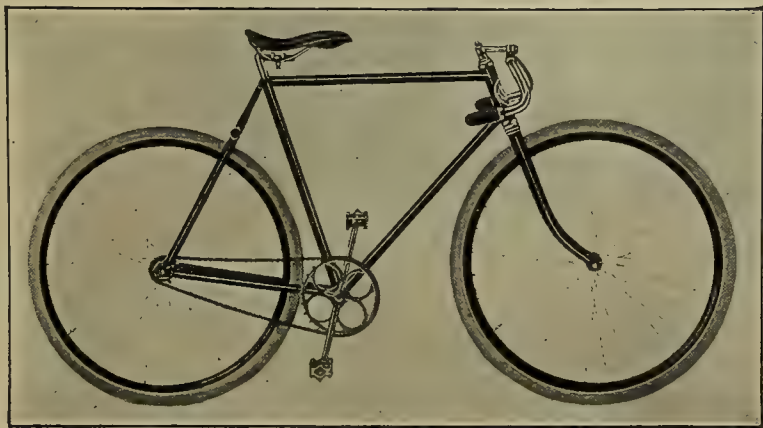
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It includes every form of bicycle for which a demand exists and at prices to meet all purses. The Yale agent is equipped for all classes of customers—except those who seek the “cheap and nasty” goods.

The same is true of the Snell line and the Snell agent.

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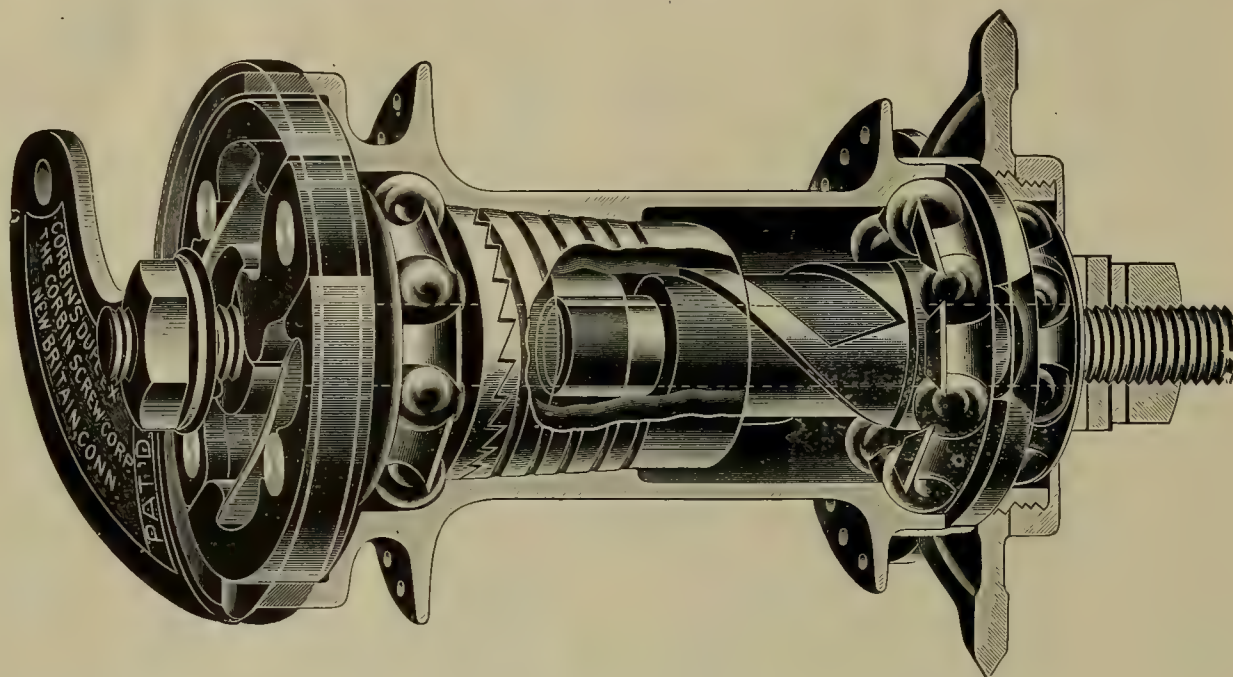
"Rambler"  
"Crescent"

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# THERE IS NO OTHER COASTER-BRAKE



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# CORBIN DUPLUX.

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NEW BRITAIN, CONNECTICUT.



# The Bicycling World

## AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, June 4, 1904.

No. 10

### MORROW IN CANADA

#### Well-known Coaster Brake to be Made on the Other Side of the Border.

Hereafter the Morrow coaster brake will be made in Canada.

This does not imply that the Eclipse Machine Co. will discontinue its manufacture in Elmira, N. Y., but means that the Morrow will be produced on both sides of the border—on the Canadian side in order to save the duty on the imported article. Arrangements to that end were completed last week, license to manufacture under Morrow patents being granted to the Canada Cycle & Motor Co., of Toronto.

#### To Make Fisk Tires in Toronto.

The Fisk Rubber Co., of Chicopee Falls, Mass., has completed arrangements with the Guttapercha & India Rubber Co., of Toronto, whereby Fisk tires will be manufactured by the latter concern for the Canadian market. License for the purpose has been issued, and covers the production of both the Fisk bicycle and automobile tires.

#### Armac of St Paul Incorporates.

The Armac Motor Co., St. Paul, Minn., which manufactures bicycle motors and motor bicycles, has been incorporated under the laws of that State, with \$10,000 capital. E. W. Keller, A. J. McCollum and H. B. Wheeler, of St. Paul, are named as incorporators.

#### Business Good at Memphis.

"The bicycle business in this city is at least twice as good as it was last year," is the report from H. A. White, owner of the "oldest, largest and only exclusive cycle store in Memphis, Tenn.," to quote his letterhead.

#### Weed Damaged by Fire.

Damage to the amount of \$25,000 was done by a fire in the store of Weed & Co., Buffalo, N. Y., hardware dealers and jobbers of and dealers in bicycles. The loss is covered by insurance.

#### Weston Pays 18.83 per cent.

The estate of the bankrupt I. A. Weston Co., Syracuse, N. Y., has declared a dividend of 18.83 per cent, which is more than it was first thought it would pay.

#### Allen Wants \$6,800; Clement \$8,000.

W. G. Allen, former manager for A. Clement, Hartford, Conn., failed in his effort to have the books of the Clement establishment impounded by the court. Allen, who is suing Clement for \$6,800, alleged to be due for salary for one year and nine months and other services, obtained an order, however, permitting him to examine the books and papers at the factory office "at hours convenient to the defendant." The latter maintained that as the Clement business is being wound up, it would cause great inconvenience if the records were "tied up" in court. The judge took this view of the matter.

During the proceedings last week it also came out that Clement has a counter claim against Allen for \$8,000, for which it is alleged he failed to account while serving as manager.

#### Why Hendee Wants No. 4

George H. Hendee, of the Hendee Manufacturing Company, who won the gold medal in the contests of the two preceding years, is the first entry in the motor bicycle endurance test which this year will be held under the auspices of the Federation of American Motorcyclists, and which will continue for six days, finishing at Cambridge, Md., on July 7. Hendee has requested that he be given competitors' No. 4. He says he is not superstitious, but that during his long career as the American bicycle champion in the '80s, he usually wore that number and associates good fortune with it.

#### England's Export Slump Continues.

The export trade in bicycles and parts of Great Britain continues its downward course. Each month this year has shown a smaller total than the corresponding month last year. The value of shipments for April last were \$296,466, as compared with \$361,907 for April, 1903, and \$300,021 for the same month of 1902. The value of the bicycles exported for the four months ending with April last aggregated \$1,218,199, a loss of \$299,958, when compared with the same period of last year.

#### Leng Gets Hartley Stock.

The remaining stock of the M. Hartley Company, New York, whose retiral from the cycle jobbing trade was recently announced, has been purchased by John S. Leng's Son & Co., this city.

### BILL ON MOTORCYCLES

#### Californian Lets Fall Some Words of Wisdom—Motor Tandem Best Missionary.

L. H. Bill, of C. E. & B. I. Bill, San Francisco, Cal., was among the visitors in New York last week. He reports that trade on the Coast has not been up to the record of previous years, mainly because of the unfavorable weather. The annual "rainy spell" was this season unusually prolonged.

From the tenor of his conversation it was plain that while Mr. Bill does not love bicycles less he loves motor bicycles more. He was practically the "godfather" of the California motorcycle—now the Yale—and unlike many other tradesmen there is nothing faint-hearted or doubtful in his faith in the future of that branch of the business. He has not been "carried off his feet" by the automobile craze, and finds more real pleasure in a motorcycle than in a motor car, and is ready to wager that two years hence the sales of the former will outnumber the latter.

Bill's views of the necessities of the motorcycle situation are also sound. He has grasped the merit of the proposed 110 pound rule—Mr. Bill cited Wyman's cross continent ride on a 90 pound machine as an instance—and is more than usually appreciative of the influence and virtue of the machine that will run slowly. This is, indeed, one of the virtues of the Yale-California. Its system of carburation and throttle control is such that it runs without faltering at three miles per hour, enabling it to be used in the thickest traffic without discomfort or without continually switching the spark on and off. Bill himself uses his machine even in making short trips to and from the bank.

Motor bicycles, he said, are just beginning to "catch on" in earnest in San Francisco. It is a city of hills and headwinds, and riding bicycles in therefore rendered "too much like work" to maintain its popularity. San Jose, is, however, the banner motorcycle town of California. In that city one firm alone has sold seventy-five machines, due solely to the faith and enthusiasm and intelligent effort of its manager. Realizing



that the average man is at heart fearful of mounting a motorcycle for the first time, this manager keeps in stock a motor tandem and uses it to overcome this timidity and work up intending or unintended purchasers to the buying point. It will be readily appreciated how from merely being passengers, such men can be induced to try the levers and taught how easily it is operated and controlled and then induced to mount a single machine. The tandem is his missionary medium, and when it has served its purpose the San Jose manager is prepared to "strike while the iron is hot." When the prospective patron returns from a ride on the single and is full of the enthusiasm and exhilaration that makes sales, the San Jose man is ready for him. He always carries several machines in stock, and is able to deliver on the spot and while the customer is in buying mood. He is not required to wait until the factory is written to or wired to for the necessary machine, as is the usual practice.

Damage Done by Cheap Tires.

"Thus in one of the stores of this town where everything must be sold cheap, a man buys a trashy tire. If he asks any questions, the tire is represented as good as the standard article, and in fact, made by the same people, only branded with a different name. Soon the purchaser has a puncture, and a puncture in these cheap tires is impossible to repair. Then he buys another of the same class and has the same experience, for these rank imitations puncture remarkably easy. Then he begins to feel that buying tires is expensive, and because he is after economy he quits riding. This I have seen happen again and again. A cheap machine may do, but the tires are the vital part in the economical use of bicycles, and worthless tires should not be sold much less manufactured. There are better uses to which rubber can be put than making imitations of pneumatic tires."

"It is to be regretted," said the dealer, who did a large repair business, "that so many cheap and worthless tires are flooded on the market. The cheap bicycle is bad enough, but some of the tires are so rotten that they actually make people quit riding."

Cause for Care in Assembling.

Even with the high state of perfection that has been reached, and the care that is taken in the construction of the modern high grade bicycle, it sometimes happens that damage or annoyance is caused by a slight oversight. A burr which has not been removed loosens and gets into a bearing, or may ruin a thread. Or, perhaps, a lock nut has not been sufficiently tightened. The chainless, the coaster brake and the two-speed gear all involve mechanisms which have rendered adjusting and assembling more difficult or even impossible for many wheelmen, and all possible precaution should be taken to see that nothing has been overlooked in assembling these parts.

APRIL'S EXPORTS DROP

An All Around Decrease is Recorded, Germany Showing Only Marked Increase.

Not for a number of months has there been such a downright bad showing as is revealed in the statement of exports of bicycles and parts for the month of April. The loss over April, 1903, is considerable—nearly \$60,000—but, what is much worse, it is made up of decreased shipments to almost every country on the globe, while the increases are confined to two countries. At the same time, the totals are, with two exceptions, the largest on record for near a year, while April, 1903, with which the comparison is of course made, was also an exceptionally large month. Perhaps the worst feature of the showing is the all around falling off in the purchases of Great Britain and its colonies.

Surprising as it may seem, Germany is the one bright spot in the list. She increased her purchases from \$26,156 to \$39,685—most remarkable, in view of the fact that she is, and has been for some time, our chief rival in the world's export market. Cuba is the only other country to record a gain, her purchases amounting to \$2,432 in April, 1904, as against \$1,426 in April, 1903.

On the losing side British Australasia occupies the premier position. In April, 1903, she purchased \$27,066 worth of goods from this country, while last month her purchases aggregated only \$11,031, a loss of more than \$16,000. British North America and the United Kingdom come next, with losses of \$15,000 and \$14,000, respectively, while the Chinese Empire decreased \$5,500 and France and Japan each dropped \$5,000. The latter, however, in spite of her being engrossed in war, took \$45,201 worth of goods. British Africa, with a loss of \$3,500, Other Asia and Oceania with \$3,000, Other Europe and the Philippine Islands with \$2,000 each, and Mexico and British East Indies with \$1,500 each, complete the mournful list.

The exports in detail for the month and ten months, respectively, are as follows for the corresponding periods:

| Exported to.                                 | April—           |                  | Ten months ended April— |                  |                  |
|----------------------------------------------|------------------|------------------|-------------------------|------------------|------------------|
|                                              | 1903.<br>Values. | 1904.<br>Values. | 1902.<br>Values.        | 1903.<br>Values. | 1904.<br>Values. |
| United Kingdom.....                          | \$38,333         | \$24,439         | \$353,638               | \$216,843        | \$211,402        |
| Belgium .....                                | 6,274            | 6,682            | 38,634                  | 30,746           | 43,533           |
| France .....                                 | 17,012           | 12,195           | 182,079                 | 120,742          | 63,205           |
| Germany .....                                | 26,156           | 39,685           | 266,076                 | 120,742          | 63,205           |
| Italy .....                                  | 5,858            | 6,277            | 56,681                  | 38,097           | 48,303           |
| Netherlands .....                            | 7,608            | 7,787            | 141,805                 | 60,930           | 106,067          |
| Other Europe.....                            | 21,361           | 19,386           | 270,493                 | 157,003          | 153,779          |
| British North America.....                   | 30,917           | 15,328           | 127,114                 | 138,865          | 90,552           |
| Central American States and British Honduras | 380              | 389              | 4,114                   | 2,557            | 2,760            |
| Mexico .....                                 | 7,128            | 5,669            | 17,685                  | 37,758           | 37,417           |
| Cuba .....                                   | 1,426            | 2,432            | 13,756                  | 7,887            | 15,151           |
| Other West Indies and Bermuda.....           | 3,065            | 2,373            | 42,308                  | 31,351           | 26,374           |
| Argentina .....                              | 517              | 506              | 7,895                   | 10,179           | 10,589           |
| Brazil .....                                 | 1,064            | 535              | 4,892                   | 6,275            | 10,503           |
| Colombia .....                               | 40               | 145              | 957                     | 743              | 1,398            |
| Venezuela .....                              | 9                | —                | 539                     | 194              | 591              |
| Other South America.....                     | 1,056            | 1,618            | 20,042                  | 15,820           | 14,470           |
| Chinese Empire.....                          | 6,111            | 622              | 51,700                  | 18,411           | 12,003           |
| British East Indies.....                     | 2,561            | 1,005            | 39,118                  | 34,056           | 19,693           |
| Hong Kong.....                               | —                | —                | 3,858                   | 2,503            | 8,073            |
| Japan .....                                  | 50,840           | 45,201           | 167,567                 | 368,380          | 361,434          |
| British Australasia.....                     | 27,066           | 11,031           | 175,182                 | 198,775          | 257,933          |
| Philippine Islands.....                      | 2,873            | 823              | 15,692                  | 13,708           | 20,448           |
| Other Asia and Oceania.....                  | 4,347            | 1,688            | 21,953                  | 27,531           | 18,339           |
| British Africa.....                          | 3,675            | 121              | 94,478                  | 88,578           | 10,856           |
| All other Africa.....                        | 409              | 685              | 3,048                   | 7,901            | 6,786            |
| Other countries.....                         | 30               | —                | 117                     | 30               | —                |
| Totals .....                                 | \$265,196        | \$206,622        | \$2,121,421             | \$1,730,699      | \$1,659,461      |

Vagaries of Porcelain Plugs.

Motor cyclists are well aware of the vagaries of the porcelain sparking plug. Many improvements, notably in the size and quality of the insulating medium, have been made, and the tendency to develop the peculiar phenomenon of losing their insulating properties is not now as marked as heretofore, remarks the Irish Cyclist.

But the trouble is still to be met with, and has puzzled many a student as to its cause. We have found in our own experience that the average porcelain plug is not reliable on the air cooled motor after a period varying from a month to three months, the latter being generally only obtainable under very favorable conditions. On water cooled engines this is not so; the life is much enhanced, and while for a time we were inclined to attribute the result to the difference in the "springing" of a cycle as contrasted with a car, we do not do so now, as we have found the result is attributable entirely to the lower temperature of the combustion head. A similar result we noted also in the wear of exhaust valves; in the one instance not infrequently a head would shear off after running hardly one hundred miles, whereas on the water cooled motor we have one in use for the last year.

The theory advanced by some authorities for this phenomenon is based on the knowledge that any such insulators as glass or porcelain, if exposed to high temperature, or even to high tension electric current, their insulating properties break down in time, and they, of course, then become conductors. They urge that this is commonly recognized in spongy platinum—which, by the way, has been tried as an automatic method of ignition—or, again, by repeatedly heating and cooling barium-dioxide, which can be made to furnish oxygen from the atmosphere for a limited period—when it becomes "tired." The only application of this theory, as a means of explanation of the breaking down of the sparking plug, can be on the score that the excessive heat, and consequent expansion and contraction stresses, set up material alteration in the nature of the materials or clay of which the porcelain is composed. The electrical theory, of course, does not apply, as the current is merely a fragmentary one, though no doubt of enormous tension.



## F. A. M. WINS AGAIN

### Discovery That Maryland Legislature Passed "Liberty Bill" Urged by Motorcyclists.

Motorcyclists who attend the F. A. M. meet at Cambridge, or who enter the State of Maryland at any other time, will be able to bear witness to the usefulness of the Federation of American Motorcyclists and of the manner in which it has saved them both money and inconvenience.

As is fairly well known, the F. A. M. sought to have motorcycles exempted from the provisions of the automobile bill that was pending in the legislature and which was supposed to have "died" when that body adjourned. It transpires, however, that there were two automobile bills in the legislative mill, and that in the last hours of its turning it quietly ground out one of them, and the more drastic of the two. The fact escaped notice at the time, and has just been brought to general notice by the call of the Secretary of State to automobilists to "pay up" and carry a tag.

It has also been discovered that the law contains the exemption advocated by the F. A. M. It applies only to "mechanically propelled vehicles having more than two wheels." On all others a license fee is imposed, not even non-residents being exempt. All who enter the State must pay the "admission fee." The terms of the law are very severe, and the fines for infractions unusually heavy. But, thanks to the F. A. M., which worked through its Baltimore representative, Howard A. French, motorcyclists are as free as those who ride bicycles to which motors are not attached.

### Run on Bells in Binghamton.

Bells were almost at a premium in Binghamton, N. Y., last week. Dealers were soon cleaned out of their new stock and forced to delve into drawers and other out-of-the-way places in the search for bells of any description. What was a day earlier dead stock, the accumulation of years, obsolete patterns and styles quite out of fashion, went off like hot cakes. For a short time the dealers reaped a harvest, while riders groaned but bought bells.

It all came about through the police determining to inaugurate a crusade to enforce the bell ordinance. It had long been a dead letter on the Binghamton statute books, but now it was to be made to live and breathe. The order went forth, and in one day twenty unlucky wheelmen were arrested for riding without bells. The next day a dozen more were gathered in, but there they stopped. Cyclists got "wise" and hid themselves to the nearest dealer and stocked up with a 15 cent bell, until the supply of these ran out, when they had to take anything they could get.

The dealers have all cleaned out their stocks and put a few dollars away in their tills.

### Passing of Elliott Burris.

A figure prominent for many years in the sport and trade passed away last week when Elliott Burris died. His end came at Morristown, N. J., on May 27, and was due to consumption. He was in his fifty-sixth year. His home was at No. 168 Macon street, Brooklyn, N. Y.

Elliott Burris, for a long time, was accounted the first bicycle rider of this country. He claimed this distinction, and it was generally accorded to him until it was shown that A. D. Chandler, of Boston, had a prior claim. Mr. Burris was, however, one of the pioneers. He was tall, muscular and handsome, a member of the New York Athletic Club and a patron of all sports. He was an enthusiastic supporter of cycling in its every phase.

In the 80's Mr. Burris was manager of the tire department of the New York Belting & Packing Co. Later he gained fame as the inventor and manufacturer of the "Simplicity 47" tire, a detachable affair, designed to be an improvement on the Michelin. At about the same time he became interested in a company formed to manufacture and market the old "League" chainless bicycle, the first one actually put on the market, and on one of which J. C. Knowles, in 1894, rode thirty centuries in thirty days, a startling feat at the time. The time was not ripe for the adoption of a chainless bicycle, however, and Mr. Burris became the managing director of Humber & Co. America, Ltd., with a factory at Westboro, Mass., and offices in New York City. For three or four years this company produced "American HUMBERS" and then liquidated. Subsequently Mr. Burris engaged in stock brokerage, at which he continued until his health failed.

Mr. Burris was a member of the Long Island Wheelmen. He was also well progressed in Masonic orders.

### St. Louis's Doubtful Distinction.

It is not generally known that St. Louis is the one city in the United States that exacts a fee of \$1 a year for the privilege of riding over its well but not wisely sprinkled streets, and requires cyclists to display numbered tags. In many sections of this country tags are sold for the construction and maintenance of cycle paths, but a wheelman need not purchase these unless he rides on the path. In St. Louis, however, the use of the streets must be paid for. When this ordinance went into effect, eight years ago, it was promised that the streets would be kept in better condition for cycling and that paths would be built. At first a few paths were constructed, but in the last few years these have received no attention, and nothing remains of them. While the law is not rigidly enforced, an effort is being made, however, by M. J. Gilbert, the local counsel of the L. A. W., to have these paths reconstructed with some of the revenue derived from the sale of the bicycle tags.

Motorcycles and automobiles are similarly taxed \$10, and horse drawn vehicles \$2 a year.

## WESTING'S WAY

### Indianapolis Dealer Who Knows How to do Things and Who Does Them.

A dealer who sets an interesting pace in enterprise is G. H. Westing, of Indianapolis. He is doing some live advertising in the daily papers of the Hoosier capital, and, better still, he is following up his advertising by impressing the location of his store on the mind by means of a clever scheme.

Here is a sample of Westing's advertising, and it is good enough to be imitated:

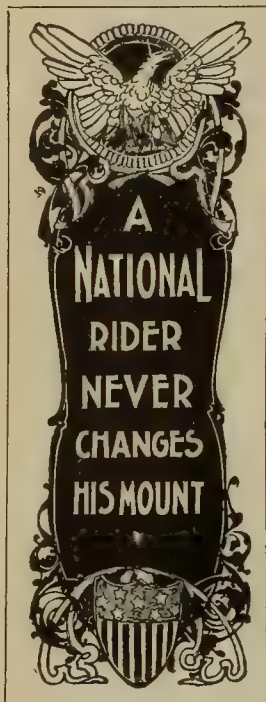
"Plain Bicycle Talk.—It is our business to sell bicycles. You should make it your business to ride one. It is everybody's business to get along in the most economical and pleasant manner. It is nobody's business to say that the bicycle is not the grandest and most useful vehicle ever devised by mind of man. You never felt better nor had more pleasure than when you rode a bicycle regularly. Get out in the sunshine and ride a 'Pierce'; but if you don't want anything as good as that, ride a bicycle anyway, and some day you will want a 'Pierce' and be agreeably surprised, just as hundreds of others have been. Go out with your friends and get acquainted with the city and its surroundings, and it will help to keep your mind and body healthy and vigorous. Ride to and from your work, and if you don't like the jolting ride a 'Pierce' cushion frame with spring fork and feel like a millionaire."

The scheme by which Westing attracts persons to his store is that of a guessing contest. He put in the window a Pierce cushion frame and spring fork wheel, mechanically propelled and mounted by a life size figure. The bicycle was started on May 1, to run till May 31, excepting Sundays, or twenty-six days in all. It was arranged to run four hours daily. On it was fixed a cyclometer with its face concealed and securely sealed. The gear of the bicycle, 81, was given, and every one allowed one free guess as to what the record of the cyclometer would be on May 31. Extra guesses were granted at 10 cents each. The first prize is a bicycle, the second a pair of tires and the third a lamp.

### Air Charge Increases Compression.

In referring to high compression, it was pointed out by a British engineer, Dugald Clerk, that this could not be as high as desirable on account of it resulting in pre-ignition, but he stated this defect had been overcome in another way. That is to say, while reducing the clearance resulting in pre-ignition, high compression had been obtained without pre-ignition by injecting at the end of the suction stroke a further charge of air so as to increase the pressure to seven or eight pounds per square inch above atmosphere before the compression stroke began. This, of course, resulted in higher compression, but not in the pre-ignition, which occurred when the pressure was obtained by reducing the clearances.





## A FEW NATIONAL WINS.

- 1—1st in the race of the United Cycling Clubs of Greater New York.
- 2—1st in the Century Road Club Association Championships.
- 2—1st in the South Western Iowa High School meet.
- 2—1st at Ida Grove, Iowa.

NATIONAL RIDERS WIN WHEREVER THEY RIDE.

One of them says :—" This is the fourth year I have ridden this wheel and would not trade it for a new one of any other make."

Ride a National and  
Become a Winner.

NATIONAL CYCLE MFG. CO.,  
BAY CITY, MICH., U. S. A.

## DEALERS ASK WHY FISK TIRES DO NOT PUNCTURE AS EASILY AS OTHERS.



### BECAUSE

They are made of new rubber and special made fabric, which gives resilience and strength.

Quality is never questioned.

One only, THE BEST.

If you want satisfied customers, buy FISK Line of Bicycle, Motor Bicycle, Carriage and Motor, Single or Double Tube.

#### BRANCHES AND REPAIR DEPOTS:

BOSTON,  
SPRINGFIELD,  
NEW YORK,  
SYRACUSE,

BUFFALO,  
DETROIT,  
CHICAGO,  
SAN FRANCISCO.

PHILADELPHIA,  
WASHINGTON,  
TORONTO,  
ST. LOUIS,  
LONDON.

OMAHA,  
MINNEAPOLIS,  
DENVER,  
LOS ANGELES

FISK RUBBER COMPANY,  
Chicopee Falls, Mass



# THE BICYCLING WORLD

FOUNDED 1877  
and MOTORCYCLE REVIEW

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, JUNE 4, 1904.

## Value of the Modern Devices.

The reports from several parts of the country that the demand is chiefly for the lowest or the highest grades, with but little middle ground, is but one of the convincing signs of the return of the better class to the ranks of cycling.

The rider who aims to save car fare, or who desires a bicycle for knockabout use, where short runs are the rule and repair shops are close at hand, selects the cheapest machine he can find. He cares nothing for ease of adjustment, easy running, the finish and other refinements that go to make up the high grade article.

On the other hand, the purchaser who selects the highest grade is out for recreation, exercise and pleasure, and, as with everything else that pertains to sport and enjoyment, the best rather than economy is sought. It is surprising, then, that in the stock of high grades so frequently shown by the dealer, so many are without the coaster

brake, the cushion frame or the spring fork.

As we have so frequently pointed out, these features are so valuable to all who ride rationally that not to push them forward to the fullest possible extent is detrimental to the interests of cycling. The dealer who will sell a high grade bicycle without even calling attention to or explaining the value of these devices can almost be said to be swindling his customer.

No one who is made to understand the benefits and comforts of the cushion frame, the coaster brake, the yielding saddle, the two speed gear and the spring fork will balk at the few extra dollars asked. Of course, there are a few who are after speed, and are willing to forego comfort and luxury, but such riders are experienced, and know they are sacrificing comfort for speed.

## Price Paid for Bad Weather.

There are plenty of merchants who are as much dependent on fine weather for business as cycle dealers, but certainly there are none more so. As every one knows, a bright Saturday and Sunday means hundreds of dollars in the average dealer's till, while downpours of rain have almost as baleful an effect as would the closing of his store door.

It is sometimes said that a rainy day means only the postponement of sales; that it merely impels the prospective purchaser to defer buying, with the result that the dealer has his inning when it does finally clear off. Close observers, however, know that this is not the case. It would be going too far to say that a sale lost through the prevalence of bad weather is lost for all time; but it is quite within bounds to say that not all and perhaps not even a majority of the sales so lost are eventually captured.

A well known dealer put the case very strongly and accurately in a recent conversation we had with him. Said he:

"A friend of mine used to say that the business lost on a bad Saturday was never regained. I used to dispute the assertion, to say that sales thus deferred were picked up again on succeeding days. My friend was of a very methodical turn of mind, and one day, after I had made some such assertion as this, he said: 'I keep a careful record of my sales, and it convinces me that I am right. To prove it, I will show you these figures.' He then turned to his books, and demonstrated that on clear Saturdays his sales maintained a certain average. Now, a rainy Saturday came, and there was a sharp falling off in sales. 'Now,' he said, 'if that

falling off is only temporary, the next fine Saturday will show a marked increase over the general average. But it does not,' and he pointed out that the fair Saturday recorded only a normal volume of sales, and that the rainy day's loss was shown unmistakably by a drop in the receipts.

"That convinced me," said the dealer in conclusion, "and ever since I have been able, by glancing over my books, to obtain positive proof that every bad Saturday—and every bad day, for that matter—hurts my business just so much. That is the reason I feel there is no cause to be dissatisfied with the present season's sales. We have had so much bad weather that it is gratifying to know that we are slightly ahead of last year."

## Cycling's Renewed Popularity.

Bicycle races on track and road, for the first time in several years, were held all over the country on Decoration Day. They blossomed forth in every city of populous pretensions, and from the stalks of enthusiasms that were erstwhile thought to be sere and dead. It was like the Easter blooming wrought by skilful horticulturists, and it demonstrated that all the dead stalks want is nurture and cultivation.

It was a fine manifestation of what can be done by a little determination and concerted effort. As a rule, the races were successful as sports, and were well attended.

Better than all, the newspapers on May 31 bristled with the news of cyclists' doings. One New York daily, in estimating the attendance at various sports in the metropolitan district on May 30, placed cycling fourth, the list being as follows:

|                  |         |
|------------------|---------|
| Baseball         | 50,000  |
| Racing           | 40,000  |
| Golf             | 40,000  |
| Cycling          | 33,000  |
| Rowing           | 12,000  |
| Yachting         | 10,000  |
| Trotting         | 10,000  |
| Athletic games   | 10,000  |
| Cricket          | 6,000   |
| Lacrosse         | 7,000   |
| Tennis           | 5,000   |
| Motor boat races | 4,000   |
| Polo             | 4,000   |
| Total            | 230,000 |

This is a fine showing and one that will do the sport and trade inestimable good. The thing most important now is to follow up the advantage gained. These race meet blossoms should be perennial, and more than that should put forth fresh blooms on every holiday, and it will not be long before the press and the public will realize that the activity of May 30 was not merely a fitful start, but that cycling is thoroughly alive again and one of the living issues with which it must forever deal.



**Unapproachableness of the Bicycle.**

Touring, or leisurely riding along through shady lanes or rugged valleys, along rippling brooks, a drink from a cooling spring, perfect quiet except for the singing of the birds, a refreshing rest in a country inn, are but a few of the delights, it can truthfully be said, be experienced only by the wheelman.

Few there are who do not love the country, the real country, where the forest has not yet felt the blow of the axe, nor the soil the blade of the plough. By what means can these beautiful places be reached so easily as with a bicycle?

The trolley is usually crowded and whizzes one through towns or country that has already been sealed with the stamp of cultivation. Walking is too slow and wearisome. An automobile is not only expensive, but noisy, and goes too fast for sight-seeing, and its four wheels keep it from the many leafy lanes, narrow paths and beautiful spots accessible to the bicycle. A good bicycle, with nothing to get out of order or require adjusting, nothing to worry about, ready for use at any time and in any place, the discomforts of rough roads overcome by the cushion frame and fork, exhilarating flight down hill, rendered safe by the coaster brake, and one glides forward so quietly that a rabbit or squirrel is seen hurrying across the road.

How completely such a cycling jaunt vanquishes all care! Every holiday is vacation time, every inn a summer home; indeed, one feels as though the whole surrounding country were his.

How few of the toilers of the cities and towns know what real recreation and rest can be had in the surrounding country.

It is not easy, as a rule, for a new rider to acquire that knowledge which is so important to insure the maximum of comfort and pleasure in cycling. As has been so often remarked, too high a gear, an improper reach or the handle bar and saddle so adjusted as to afford an uncomfortable position are details that he knows little about, and the dealer can well afford to give his customer a little attention along these lines. And he can do more. With an experienced riding companion, who can impress upon the novice the importance of riding leisurely and of taking the hills slowly, or walking those too steep and not riding too far, he will soon learn that cycling is really a pleasure from beginning to end. The dealer should seek to provide proper companionship of the sort.

Bicycle tours pay large dividends in pleasant memories.

**FIXTURES.**

June 4—Lawrence, Mass., 10-mile road race.

June 4—Buffalo, N. Y., 50-mile motor bicycle race.

June 4—Detroit, Mich., 25-mile Belle Isle road race.

June 4—San Antonio, Tex., 6-mile road race.

June 5—San Francisco, Cal., bicycle and motorcycle races at Ingelside track.

June 11—New York Metropole C. C. coasting contest.

June 11—Denver, Col., 25-mile road race.

June 11—Memphis, Tenn., 10-mile road race.

June 12—Annual spring century run of the New Jersey Division of the C. R. C. of America.

June 15—Oklahoma City, O. T., 30-mile road race.

June 16—Bloomington, Ill., 8-mile road race and track events.

June 19—C. R. C. A. 50-mile road championship of United States and Canada.

June 19—Milwaukee, Wis., 12-mile road race.

July 2-7.—Annual endurance contest Federation of American Motorcyclists.

July 4—Bloomington, Ill., 14-mile road race.

July 4—San Antonio, Texas, 15-mile road race.

July 8-9.—Annual meet Federation of American Motorcyclists at Cambridge, Md.

July 10—C. R. C. A. 50-mile open road race, Long Island.

July 28—Bloomington, Ill., 8-mile road race.

August 1-6—St. Louis Exposition meet.

August 18—Bloomington, Ill., 20-mile road race.

September 3—London, Eng., World's championships.

September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.

September 8-10—London, Eng., World's championships.

**Rain Causes Detroit Postponement.**

The 25-mile Belle Isle road race, which was to have been run at Detroit, Mich., on Decoration Day, could not be contested owing to the condition of the roads, which were soaked by a steady downpour of rain. The contest will be run off this afternoon, and the Detroit Wheelmen, who are managing the affair, expect to receive many entries of riders who took part in the road races at Buffalo, Grand Rapids and Chicago last Monday.

**French Sings Cambridge's Praises.**

"Cambridge, Md., is a good place for the annual gathering," writes Howard A. French, of Baltimore, chairman of the Federation of American Motorcyclists' competition committee. "The Maryland Division, L. A. W., held a most successful meet there in 1896. All who attended had a good time."

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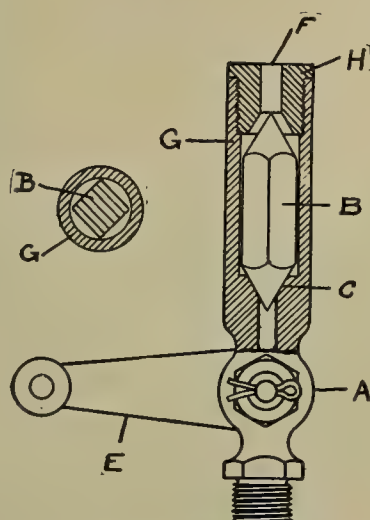
# The five best photographs of motorcycling scenes.

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# No More Back Kicks.



Patent applied for.

Every one who has used an air-cooled motor knows how difficult it is to start such a motor when very hot without the compression igniting the charge and causing the disagreeable backward kick of the starting handle. We are pleased to announce that we have remedied this difficulty entirely with our Buckboard motors by means of our new safety starting valve, which will hereafter be fitted to all Orient Buckboards. The starting is now so easy that a child can operate it.

The principle of the valve is as follows: First.—During the drawing of the charge no air is admitted except through the carbureter, thus insuring a correct mixture. Second.—During the compression stroke all compression is released by a slight rising of the valve at the lower seat, C. Third.—When the explosion takes place, the valve closes instantly by being driven upward into its upper seat, thus saving any loss of power. Therefore, as the motor has no effort to make in compressing the next charge it starts off freely. As there is no compression there is no chance of a preignition and back kick from a hot motor, hence the starting handle may be turned easily and rapidly until the motor starts. After the motor starts, the cock is shut off in the usual manner, so the compression may be utilized in propelling the car.

WALTHAM MFG. COMPANY,

=

Waltham, Mass.

Members of the Association of Licensed Automobile Manufacturers.

*"If a man can write a better book, preach a better sermon, or make a better mousetrap than his neighbor, though he build his house in the woods, the world will make a beaten path to his door."—Emerson.*

## Middletown, Ohio,

is not "in the woods," but it is for the same reasons that Emerson set forth that "the world has made a beaten path" to the doors of

# The Miami Cycle & Mfg. Co.

In the

## RACYCLE,

they build that which is better than anything else in the form of a bicycle built anywhere else.

### THE PROOF

rests in the fact that while bicycle makers generally have complained of declining sales since 1896, since that year the sales of Racycles have not failed to show an increase each year.



LYMAN WON THE AUTO

Local Man Led Field of 119 Starters at Buffalo—Downing Made Best Time.

With 119 actual starters out of 132 entries, the Buffalo Cycle Trade Association opened the road racing season in the Bison City with a 25-mile Decoration Day handicap road contest that was witnessed by more than seven thousand spectators, in spite of the fact that a drizzling rain fell during all the time the contest was run. Burton Downing, of the Garden City Wheelmen, San Jose, Cal., started from scratch and won the time prize, a \$600 piano, establishing a new Buffalo record of 1 hour 3 minutes. The \$850 automobile offered for the first man over the tape was captured by J. Lyman, Ramblers Bicycle Club, of Buffalo, who had a handicap of 5 minutes 40 seconds, and whose time was 1 hour 6 minutes and 53 seconds.

George Wiley, of Syracuse, who won second time prize from scratch, is a messenger boy in the Saline city. He was not plentifully supplied with funds, and in order to get to Buffalo made the trip with his bicycle on a freight train. Wiley and Downing rode the entire distance together after they had shaken off the other scratch men, Charles Schlee, of Newark, time prize winner in last year's Irvington-Millburn race; W. H. Reilly, of the Seventy-fourth Regiment, and Joseph Barbach, of the Woodbine Wheeling Club, the latter pair both being Buffalo men. Wiley seemed to be content to trail the San Jose rider most of the time, but even with the extra amount of pacing which the Californian did, he was able to outspurt Wiley in the last few yards of the race. The Syracuse man tried to jump past Downing when they neared the tape, but the latter had enough reserve speed to lead Wiley over the line by a length, the latter's time being one-fifth of a second slower than the time prize winner's.

The course was in very bad condition, as rain had fallen all morning in addition to all the time the race was being run. The riders' backs were covered with mud, which caked on their jerseys, and the numbers could not be distinguished by the officials. The difficulty was overcome by having the riders call out their numbers to the scorers as they rode over the finishing line. The race last Monday was the first contest run since the last Jaynes road race in 1899, and the Buffalo Cycle Trade Association was so much encouraged by the interest shown by both riders and spectators that they will probably have another big race over the same course on July 4. In spite of the slimy condition of the roads there were not many accidents, none of the riders being seriously injured, though many of them were sent sprawling into mud puddles. A short stretch of rock road caused many punctures, and some forehanded farmers, residing nearby,

were on hand with wagons to hire out for the purpose of taking the men and their machines back to the starting point. One of the riders had his rear tire torn so badly that he pulled it off the wheel and finished the contest riding on the rim. The most serious accident of the race happened on Main street, when a young girl was struck by some of the contestants and had to be taken away in an ambulance.

H. Stutz, of the Woodbine Wheeling Club, one of the six minute division, was leading near the finish when he slipped and fell headlong into the mud. While he was remounting, Lyman and Newland rode by him and won first and second place prizes, though Stutz finished in third place. Downing and Schlee had raced at the Vailsburg track on Sunday, and left Newark for Buffalo late Sunday night, and were only off the train a few hours before they had to start in the race. They did not make up their minds to compete in the event until Saturday, and had to telegraph their entries to the Buffalo people. Downing captured the time prize on a Yale bicycle, and finished in twenty-second place.

The first man to get the word at 2:10 was G. J. Blanck, of the Woodbine Wheeling Club, who had a handicap of 6 minutes 45 seconds. He is said to be more than forty years old, but is still an enthusiastic road rider. The next man to start was Sylvester Keszanski, of Buffalo, who had 15' seconds less handicap than the lone limit man. Kiszanski bears a striking physical resemblance to Jimmy Michael, the motor pace follower. Joseph Quinlan, who won the big Martin road race in 1894, was one of the many spectators at the finish. W. G. Schack acted as referee and Dai H. Lewis was starter and handicapper.

Summary:

| Rider.                                           | Handicap. | Time.    |
|--------------------------------------------------|-----------|----------|
| 1—J. Lyman, Ramblers B. C., Buffalo              | 5:40      | 1:07:13  |
| 2—J. Newland, unattached, Buffalo                | 6:00      | 1:07:13½ |
| 3—H. Stutz, Woodbine W. C., Buffalo              | 6:40      | 1:06:53  |
| 4—A. H. Human, unattached, Getzville, N. Y.      | 5:10      | 1:06:24  |
| 5—James Dick, Ramblers B. C., Buffalo            | 4:00      | 1:05:14  |
| 6—Fred R. Fay, unattached, Titusville, Pa.       | 3:15      | 1:05:14  |
| 7—J. M. Tanner, G. A. C., Buffalo                | 4:10      | 1:05:30  |
| 8—Joe Smith, D. C. C., Dunkirk, N. Y.            | 4:20      | 1:05:41  |
| 9—Charles A. Colby, jr., R. B. C., Buffalo       | 4:10      | 1:05:40  |
| 10—R. S. Lewis, R. B. C., Buffalo                | 4:10      | 1:05:40½ |
| 11—Joe Schieder, Woodbine W. C., Buffalo         | 6:00      | 1:07:45  |
| 12—John G. Werner, Woodbine, W. C., Buffalo      | 5:30      | 1:07:20  |
| 13—W. O'Day, Manhattan A. C., Buffalo            | 4:10      | 1:06:05  |
| 14—Joseph A. Gittere, G. Y. M. C. A., Buffalo    | 4:50      | 1:06:50  |
| 15—Fred Burns, E. B. C., Tonawanda               | 4:20      | 1:06:30  |
| 16—Will Moller, J. A. C., Jamestown, N. Y.       | 4:40      | 1:06:54  |
| 17—George R. Goehler, Ramblers B. C., Buffalo    | 5:20      | 1:07:36  |
| 18—M. Klaes, J. A. C., Buffalo                   | 5:10      | 1:07:28  |
| 19—W. H. Leffler, Black Rock C. C., Buffalo      | 4:40      | 1:07:10  |
| 20—Albert Kay, unattached, Dalton, Ont.          | 4:10      | 1:06:55  |
| 21—C. Mosgeller, unattached, Eggertsville, N. Y. | 5:10      | 1:07:58  |
| 22—Burton Downing, G. C. W., San Jos, Cal.       | Scratch   | 1:03:00  |
| 23—George Wiley, unattached, Syracuse, N. Y.     | Scratch   | 1:03:00½ |
| 24—Charles McCracken, W. B. C., Buffalo          | 2:00      | 1:05:02  |
| 25—Joe Barback, W. B. C., Buffalo                | Scratch   | 1:03:30  |
| 26—Fred Schudt, R. B. C., Buffalo                | 2:30      | 1:06:14  |
| 27—J. G. Schraen, 74th Regiment A. C., Buffalo   | 4:40      | 1:08:25  |
| 28—W. W. Whitelock, 74th Regiment A. C., Buffalo | 0:30      | 1:04:20  |
| 29—Clifford Cribb, unattached, Lima, N. Y.       | 4:00      | 1:07:55  |
| 30—J. Patrickus, W. W. C., Buffalo               | 4:30      | 1:08:26  |

Theodore Idem, Ariel A. C. Buffalo, handicap, 4:00, time, 1:07:57; W. McCarthy, Stratford B. C., Stratford, Ont., 1:00, 1:04:58; A. H. Monezyski, P. B. A. C., Buffalo, 3:00, 1:06:59; C. W. Fay, unattached, Titusville, Pa., 4:50, 1:08:51; Fred C. Smith, unattached, Buffalo, 5:00, 1:09:02; R. Schafer, Dunkirk C. C., Dunkirk, N. Y., 6:00, 1:10:03; Val Jehle, 65th Regiment A. C., Buffalo, 4:30, 1:08:34; E. Murphy, Standard W. C., Buffalo, 4:30, 1:08:38; F. Woehlan, Ramblers B. C., Buffalo, 5:00, 1:09:09; John Stauben, unattached, Buffalo, 4:40, 1:08:50; William J. Jax, 74th Regiment A. C., Buffalo, 2:45, 1:07:25; Ed Felber, V. A., Buffalo, 5:10, 1:09:55; H. J. Young, unattached, Buffalo, 5:20, 1:10:20; J. Nagle, Woodbine W. C., Buffalo, 3:30, 1:08:40; N. Henderson, Antelope B. C., Hamilton, Ont., 2:45, 1:07:59; William Eagles, unattached, Buffalo, 6:10, 1:11:26; G. Schue, Ramblers B. C., Buffalo, 2:30, 1:08:00; S. Tade, Woodbine W. C., Buffalo, 4:50, 1:08:35; W. J. Elliott, Woodbine W. C., Buffalo, 4:30, 1:10:40; Charles Schlee, N. T. V., Newark, N. J. (scratch), 1:06:12; Glen Hopkins, Black Rock C. C., Buffalo, 2:00, 1:08:14; Gus Gurn, Unique A. C., Buffalo, 5:00, 1:11:16; A. Fischer, Woodbine W. C., Buffalo, 2:00, 1:08:20; A. F. Bateson, Ramblers B. C., Buffalo, 3:15, 1:09:45; A. V. Smith, unattached, Hamilton, Ont., 2:00, 1:08:45; W. Bauman, Woodbine W. C., Buffalo, 4:40, 1:11:30; Dan J. Enright, unattached, Mendon, N. Y., 4:50, 1:11:45; L. H. Boehler, Etalpu C. C., Buffalo, 4:40, 1:11:40; J. W. Milehan, unattached, Tonawanda, 4:50, 1:12:00; C. Bradfield, unattached, Batavia, N. Y., 4:30, 1:12:00½; William H. Reilly, 74th Regiment A. A., Buffalo (scratch), 1:07:45; S. Dewitt, unattached, Buffalo, 6:10, 1:14:10; Phil J. Marx, Osceola C. C., Rochester, N. Y., 2:30, 1:10:31; A. Chambers, unattached, Hornellsville, N. Y., 2:45, 1:11:45; J. Arumpfeller, Woodbine B. C., Buffalo, 4:00, 1:13:10; Jack George, Dunkirk C. C., Dunkirk, N. Y., 5:40, 1:15:40; H. R. Lock, unattached, Buffalo, 5:50, 1:16:35; F. C. Switzer, G. Y. M. C. A., Bladell, N. Y., 4:50, 1:15:40; F. Herget, Burtonia A. C., Buffalo, 5:00, 1:16:00; J. L. Taylor, unattached, Buffalo, 5:00, 1:16:10; Max Lundregan, unattached, Avon, N. Y., 5:30, 1:17:20; Fred McCarthy, Stratford B. C., Stratford, Ont., 0:30, 1:12:15; E. J. Reip, unattached, Buffalo, 5:00, 1:17:10; George Fox, Ramblers B. C., Buffalo, 5:50, 1:18:50; E. R. Eagles, unattached, Buffalo, 6:10, 1:19:55; E. G. Shisler, unattached, Buffalo, 5:50, 1:19:50; A. H. Hopkins, B. R. C. C., Buffalo, 3:00, 1:19:10; A. Peters, unattached, Buffalo, 6:00, 1:26:05; George C. Bradley, B. C. C., Buffalo, 5:30, 1:25:50; E. Robertson, Woodbine W. C., Buffalo, 4:30, 1:29:15.

Observation Train for Salt Lake.

The 17-mile road race from Salt Lake City to Farmington on Decoration Day was won by Harvard Wilcox, with a handicap of 6 minutes, in 48:40. George Lindgreen (6:30) was second, in 49:12, and Victor Larsen (5 minutes) third, in 48 minutes. Clarence Mabey, who won the race last year, took the time honors from the 2 minute mark in 45:58.

About five hundred people witnessed the race from an observation train, which was one of the features of the event. Of the forty starters, the order of finish of the twenty-six prize winners, with their handicap and time, is as follows:

| Rider.              | Handicap. | Time. |
|---------------------|-----------|-------|
| 1—Harvard Wilcox    | 6:00      | 48:40 |
| 2—G. L. Lindgreen   | 6:30      | 49:12 |
| 3—Victor Larsen     | 5:00      | 48:00 |
| 4—A. B. Smith       | 6:30      | 49:32 |
| 5—Mark Murphy       | 4:30      | 47:52 |
| 6—Albert G. Taylor  | 5:00      | 48:25 |
| 7—Harry Weiser      | 5:00      | 48:30 |
| 8—Clarence Mabey    | 2:00      | 45:58 |
| 9—C. S. Robinson    | 4:00      | 48:13 |
| 10—Arvid Jonson     | 2:30      | 46:44 |
| 11—Eugene Holliday  | 4:30      | 48:45 |
| 13—Frank Schnell    | 4:30      | 49:57 |
| 13—Frank Schuell    | 4:30      | 49:57 |
| 14—S. A. Ellswood   | 3:00      | 48:43 |
| 15—Bert Pole        | 6:30      | 52:14 |
| 16—Albert Nadel     | 5:00      | 50:18 |
| 17—Emil Agraz       | Scratch   | 46:18 |
| 18—J. A. Tate       | Scratch   | 46:27 |
| 19—Chester Grimmet  | 3:00      | 49:56 |
| 20—Francis Mercer   | 5:00      | 52:04 |
| 21—Fred Sharnan     | 3:30      | 51:09 |
| 22—Frank Burgess    | 1:00      | 49:16 |
| 23—Frank Graham     | 3:30      | 51:46 |
| 24—C. Bello         | 4:00      | 53:30 |
| 25—Fred Blackburn   | 5:30      | 54:43 |
| 26—Jack Hendrickson | 6:00      | 54:24 |

Memphis Race June 11.

The annual 10-mile road race, which had been scheduled for May 28, at Memphis, Tenn., will be run on the afternoon of June 11. H. A. White, who is promoting the race, expects there will be more than sixty starters. If the roads are not in good condition, the distance may be cut down to eight miles.



## A "DARK HORSE" IRISH LAD

Winner of Irvington-Millburn in Fine Style  
—Good Crowd—One Skull Broken.

"Here they come!"

As the cry goes up the crowd behind the ropes on both sides of the dusty country road surges forward until the hempen bar-

paper and brace themselves for the shock of a swift, on-rushing horde of riders and a Gatling-like fire of numbers to be called by half a dozen keen-eyed men with megaphone voices. Old timers, who have seen many an Irvington-Millburn race, glance down the road between the solid walls of excited, staring spectators, to where a cloud

"Here they are!"

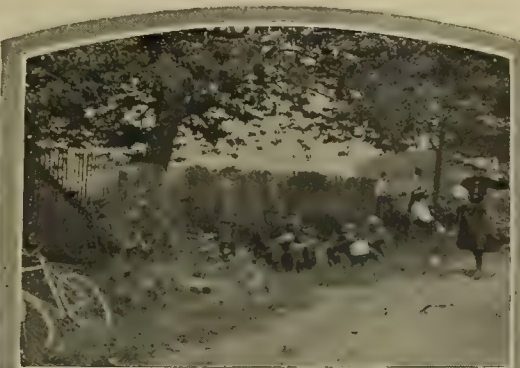
"Stand back! Get back! Move over! Stop crowding!"

"Ah! Oh! Oh-h-h-h!"

A roar of confused murmur and comment smites the air. The police, the marshals and the officials afoot and horseback move frantically up and down the line of surging spectators near the finishing tape, vainly endeavoring to force them back. The cloud of

2. A GROUP OF OFFICIALS.

1. E. J. M'CALLUM, WITH DIRTY FACE BUT GLAD HEART.



3. ANOTHER VIEW OF THE WINNER.



4. M'CALLUM TUBBING AND TALKING AFTER THE RACE.



5. SCENE AT THE FINISH, SHOWING ONE OF THE WAGONS FOR OFFICIALS.

rier is stretched far out and to its limit, and is cutting into the bellies of those in the front file as they hang over it.

The scorers and timers, standing huddled a dozen together in the farm wagons on each side of the road, crane their necks and fidget until the rickety wagons sway like loose and empty crockery crates, while they nervously clutch their pencils and pads of

of dust marks the approach of the vanguard of riders, and smile grimly with a prescience of complications to come.

"They're coming!"

"Get back there!"

"Gee! What a bunch!"

"They'll never score all of that pack!"

"Get ready, boys!"

"Whew! They're four abreast!"

dust moves nearer and becomes transparent, and full a score of madly struggling youngsters are seen pedalling in such close order that they resemble a wolfpack. Their faces are so dust-grimed that if the one negro who started in the race is in this first bunch of finishers he cannot be distinguished from the whites. At the little distance the bare arms look like short, tawny ribbons drawn



vertically against the background of dust and dark trunks and shirts, while the trim, naked legs flash up and down like yellow driving rods, as each slender stripling strains every sinew in the strife to gain an inch or two.

Now they are within fifty yards of the white muslin riband that lies across the road, and suddenly from the front of the onrushing pack one rider darts out alone as if sharply and violently pushed. He puts a frantic, fresh vigor into his pedalling, as if a colony of hornets were at his back, and he moves steadily forward, gaining with every stroke of the supple legs. One open length he has gained! Two lengths, three, four, five! Across the tape he flies a winner, fully twenty feet in advance of the main bunch, and a loud, confused cheer goes up. Then:

"Thirteen! Seventeen! Seventy-nine!—Six, Eighteen, Fifty-three, Nine, Thirty-seven, Five."

In a rapid-fire, vocal volley that it seems impossible to write, the scorers rattle off the numbers; but every one catches the loudly emphasized first number, and the second and third, and a yell goes up:

"Thirteen! Who is it? Bad luck, eh! Who is the hoodoo breaker? Thirteen! Well, well!"

The crowd breaks ranks, and out after the winner a hundred rush pellmell; the course is in wild confusion. There is a flutter of programmes as everybody who has one looks for No. 13. Then the word is passed along that the victor is Edward J. McCallum, and, according to the programme, he is from Brooklyn. No one ever has heard of him. He is the darkest of dark horses.

Meantime another bunch, a smaller one of six, has arrived and is crossing the tape and being scored. Then they come along at intervals of from five to thirty seconds, in pairs, singly or in groups of four and five, until, nearly three minutes behind the first big pack, comes a bunch of six or seven, with a boy in front wearing 112 on his back. He is the first scratch man to finish, and the crowd shouts, "Krohn! I told you!" Yes, it is Adolph Krohn, who won the first place prize from the 5:30 mark last year, and this year wins the first time prize from scratch.

In a few minutes more the last of the stragglers have finished and had their numbers taken, the officials climb down from their wagons to go to the Frankton House, and the crowd breaks up and straggles over the road; the vendors of food and drink and cheap wares become busy, the picturesque highway takes on the aspect that every countryside has on circus day, and the sixteenth Irvington-Millburn twenty-five mile road race is over.

It was run over the same classic course that has been its setting on every Decoration Day for sixteen years, the five-mile stretch of macadam between Irvington and Millburn, in Essex County, N. J.; over the

same historic hummocks that stand like outposts of the Orange Mountains—the three "sister hills," toward the Irvington end and the big "mile hill" toward Millburn. The toilsome grades were as grim and forbidding as of yore, when the course was selected to try out the courage and strength, but the roadbed was more cut up by travel than in other years, and the dust lay like a velvet pad on it. It was a rough and slow course, and it was early prophesied that it would be a slow race. Sure enough, Krohn's net time of 1:13:59 was more than six minutes slower than the record, 1:07:42, made by Charley Schlee in 1902. Dull, threatening clouds in the sky and a "mugginess" in the air contributed to making the race a slow one also. Then, again, there was a marked absence of notable, fast riders in the back ranks. It was a race unusually replete with raw material, but it was for that reason more thoroughly amateur and sportsman-like.

It was, on the whole, a great race, and creditable to the record of the glorious Irvington-Millburn, which is the greatest of all road races because of the course being one to try the stamina and souls of riders to the uttermost. The crowd along the course numbered in the thousands. There were not so many as in the days of the boom, but the increased interest in the sport was evidenced by the fact of there being a bigger crowd than for several years past and the interest seemed keener. The number of stands and wagons where sandwiches, pies, buttermilk and soft drinks, pot cheese, hard boiled eggs, canes, shoe polish and knickknacks were sold was greater also, and lent an oldtime smack to the ensemble.

The start was in the old place, half way along the course, between the two clumps of woods that are still standing half a mile below the hotel at Hilton. For the second year the race was under the auspices of the Bay View Wheelmen of Newark, and it was well managed, although the start was late. Two ropes were used to separate the groups of men in the foremost ranks and prevent riders from getting away out of their turn. The starting gun was fired at 11:48 o'clock, and the one man on the seven-minute mark was pushed off. The others were sent away group by group until the four men on scratch were started. These were Adolph Krohn, Edward Meyers, Robert Meyers and W. Wilkens. Wilkens did not belong on scratch. He was given 2:30 by the handicapper, but at Wilkens own solicitations Referee Pitman moved him back to scratch, and he had a "sleigh ride" all the way and won third time prize.

After the scratch men had been pushed off there followed a turbulent scene. Joseph Kopsky, of the Century Road Club of America, who is under suspension by the N. C. A., was sitting on his wheel behind the four scratch men. He had no number on, for it had been taken from him and he was told he could not ride. A number of his supporters, Margaret Gast prominent among them, tried to start him in the race when the scratch men started. The officials blocked

his path, and a great pushing and pulling time followed until the police stepped up. Then every one subsided, and Kopsky went back to the hotel and put on his long clothes.

By count there were seventy-three starters out of the 120 who entered. Reports of mishaps began to arrive at the officials' stand soon after the start, as usual. The best riders of the 6:30, 6, 5:30 and 5 minute marks bunched in the first five miles.

At five miles E. J. Lang, of the Washington A. A., was in the front of the bunch, with Albert Bowers, of Rahway, second, and Bernard Glynn, of Naugatuck, Conn., third, as the scorers took them. Lang's net time was 15:21. Robert Meyers was the first of the scratch bunch to show, and his net time was 13:59. At ten miles Albert Husse, of Newark, was in the lead, with E. M. Van Iderstine second and Bernard Glynn third. Husse's net time was 29:49. Krohn led the scratch riders at this stage, his net time being 27:50. At fifteen miles the leader was William Davis, of Newark, with Husse second and J. J. Wuensch third, Davis's net time being 44:46. Krohn again led the scratch lot, his net time being 42:38. At twenty miles Davis was again foremost, with James Kearns second; Miller's net time was 1:00:19. Edward Meyers led the scratch bunch on this lap, with a net time of 57:15.

After ten miles had been ridden news came that there had been a serious collision at the Millburn end between one rider who had made the turn and another going toward it. They were Harvey Hinckley and H. J. Gilbert, both of Newark. They rode together head on, and fell unconscious in the debris of twisted cycle frames. Hinckley had a number of stitches taken in his scalp, and then was carried home. The ambulance surgeon said Gilbert had a fractured skull, and took him to the Orange Memorial Hospital.

As was expected, the scorers found it impossible to call and take down the numbers of all those in the foremost bunch. Of the first man there was no shadow of doubt. Every one saw the supposedly unlucky "13" as McCallum sped across the tape an unknown and yelled it out, and in a few minutes he was made famous, as the telegraph instruments on the rail fence opposite the tape clicked off the news of his victory to newspapers far and near. Of the second and third and next few men neither was there any doubt. Demarest, who won second place, did it by nipping Widman right at the tape, beating him by a few inches. When the scorers got along toward ten, however, the strain was too much. The watches of the timers showed that it took only seven seconds for the twenty riders to cross the tape, and it was a superhuman task to score that many in that time. In tallying up it was found that only thirteen of the first bunch had been scored. An hour later circumstantial evidence led to the addition of another, and after a special meeting of the officials that same night two more were given places among the first twenty, so that on Wednesday the score stood as given further on, with the possibility of further additions yet being



made. As there were fifty-one place prizes besides five time prizes, all those who finished will get something.

Out in the barn adjoining the Frankton Hotel, near Maplewood, where the officials made their headquarters, the winner had his dressing quarters in a stall. He proved to be a compact but trimly built young person, weighing 146 pounds and standing five feet eight from his naked soles to the thick mat of black hair that framed two twinkling grey eyes set in a frank and handsome face. He was unconcealably pleased with his victory; a set of firm milk-white teeth showed gleamingly, and the grey eyes danced as he talked about it. He was twenty-three years old, he said, and never had ridden in the race before. He had started in a novice race on the track four years ago, but had not been placed, and he had the same luck on May 1, this year, when he rode in the thirty mile race of the Tiger Wheelmen on Long Island. That was the sum of his attempts, and he had never won a prize. He determined to get something in the Irvington-Millburn, however, and had trained hard by riding over the hills in the Riverdale neighborhood of The Bronx. He said he had ridden two thousand miles on the road since March 1 of this year. He lives at 514 East Eighteenth street, New York, and has a retail coal business of his own at 95 Fifth Avenue. When asked if he was a native of New York, there was a merry twinkle of the grey eyes, and the answer came:

"Why, no; I'm Irish."

"How long have you been in this country?"

"Eight years."

McCallum rode a Pierce wheel, geared to 91 and fitted with Palmer tires.

Krohn, the time prize winner, also used Palmer tires on a special "Monitor" wheel built by a member of the Monitor Cycle Club.

## 98 START AT INDIANAPOLIS

### Thousands of Spectators Line Fourteen Mile Rain-Soaked Course—Cain the Winner.

The most successful road race ever held in Indianapolis was run last Monday, when the retail bicycle dealers of Indianapolis ran their fourteen-mile handicap Decoration Day road contest. The race had an entry list of 104, of whom 98 started. Thousands of people lined the course and watched the riders struggle for the prizes, which included five high-grade bicycles, as place prizes, and four machines of like grade for time honors.

The winner of the race was Henry Cain, who started with the five-minute men, his time being 39 minutes and 34 seconds. Walter Schofield, one of the scratch men, was the winner of first time prize, in 38 minutes and 27 seconds. A heavy rainstorm the previous night made the course look like a sea of mud in many places, and the time made was excellent under the conditions.

But one protest was filed, this being made by George Swaim, who won eighth place. Swaim claimed that Lapham, the second rider, threw him at the turn at Thirty-eighth street. The protest was not allowed.

There were few accidents of any consequence in the entire race. Sam Pavey, Braddock Tacoma, Charles Williamson and Charles Stott fell at Thirty-fourth and Meridian streets, and returned without covering the course.

A live goose which was offered as a special prize for the last contestant to finish the required distance was awarded to Otto Gimbel, whose time was 54 minutes and 25 seconds.

Five entries had been sent in for the five-mile motorcycle race, but only two riders were willing to risk their necks over the slippery roads. Harry Howe, who rode an Orient, won the race from John Mann, who had a minute and a half handicap over the winner.

#### Summary:

| Rider.                     | Time. |
|----------------------------|-------|
| 1—Henry Cain.....          | 39:34 |
| 2—Fred Lapham.....         | 41:48 |
| 3—Dale R. King.....        | 41:35 |
| 4—Arco Conrad.....         | 42:37 |
| 5—Lemel Royer.....         | 42:40 |
| 6—H. Wm. Schober.....      | 43:00 |
| 7—George Swaim.....        | 45:01 |
| 8—Frank M. Bailey.....     | 42:03 |
| 9—Sam Kinney.....          | 45:07 |
| 10—Ralph L. Schofield..... | 40:37 |
| 11—H. H. Giltner.....      | 41:38 |
| 12—Don Fowler.....         | 44:41 |
| 13—Frank Leatherman.....   | 41:43 |
| 14—Emil Sharp.....         | 42:50 |
| 15—Forrest Parrott.....    | 43:51 |
| 16—Benj. Miner.....        | 43:39 |
| 17—Chester Baker.....      | 43:41 |
| 18—Ray A. Young.....       | 42:52 |
| 19—Louis Mueller.....      | 41:55 |
| 20—Roy Cooper.....         | 45:39 |
| 21—Al G. Habeney.....      | 44:39 |
| 22—J. Siefert.....         | 43:00 |
| 23—E. D. Pray.....         | 42:49 |
| 24—Charles Shearer.....    | 44:46 |
| 25—Charles J. Parsons..... | 41:55 |
| 26—Arthur Schofield.....   | 39:56 |
| 27—George Aupperle.....    | 45:58 |
| 28—Chris Rodenbeck.....    | 44:03 |
| 29—W. F. Walker.....       | 45:07 |
| 30—H. F. Ludwig.....       | 47:12 |

R. Trissell, 43:15; Benj. Meixner, 44:16; W. R. McCarty, 45:17; Fred Finkbinder,

43:18; W. Messersmith, 43:19; Eugene Gallup, 42:20; Sam Goddard, 46:31; Claude R. Jenkins, 46:45; Harry Hays, 46:47; Weley Biddinger, 43:50; Sheridan Waggy, 45:51; Roy Hawkins, 47:52; Wendel S. Taylor, 45:55; Frank Meyers, 43:14; Lafe Pease, 42:15; Otto Gimbel, 54:25.

Time prize winners: Walter Schofield, 38:27; Edward Steele, 39:25; J. Hal Wilson, 39:42, and E. A. Neilson, 39:54.

### Bloomington Race Won by Deetz.

In Bloomington, Ill., the Decoration Day road race last Monday afternoon was promoted by the Wheelmen's Club of the local Y. M. C. A., and more than 2,000 spectators lined the eight-mile course. The limit man, Stanley Mason, who had a handicap of 6 minutes, was sent away promptly at 2:10. The winner of the contest was Clarence Deetz, of Bloomington, who started in the 3-minute class, and covered the course in 24 minutes 45 seconds, which was the third fastest time.

Thomas Selders and Stanley Mason suffered bad falls, but continued in the race in spite of their many bruises. Hayes, a 1-minute man, rode off the course and lost so much time that he was not among the prize winners. Carlson, of the 3-minute division, pushed so hard in his efforts to distinguish himself that he broke one of his pedals and was forced to retire from the contest. The race was over a new course, which confused some of the contestants, and delayed them considerably. Part of the route crossed the Illinois Central tracks, and a train held up some of the riders for some time.

Time prize honors went to J. Nash McCrea, of Springfield, the rider from the Illinois capital covering the route in 24 minutes, 32 seconds.

#### Summary:

| Rider.                             | Handicap. |
|------------------------------------|-----------|
| 1—Clarence Deetz.....              | 3:00      |
| 2—Robert Keiser.....               | 4:00      |
| 3—Russell Anderson.....            | 5:00      |
| 4—Martin Callahan.....             | 2:00      |
| 5—Guy Hanson.....                  | 4:00      |
| 6—Thomas Selders.....              | 3:00      |
| 7—J. Nash McCrea, Springfield..... | 1:00      |
| 8—U. G. Shannon.....               | 2:00      |
| 9—Clifford Keiser.....             | 2:00      |
| 10—Earl Unzicker.....              | 5:00      |
| 11—Ira Zweng.....                  | 4:00      |
| 12—Stanley Mason.....              | 6:00      |
| 13—A. J. Nester, Springfield.....  | Scratch   |
| 14—Henry Knecht.....               | 1:00      |

Time prize winners: J. Nash McCrea, 24:32; Martin Callahan, 24:42; Clarence Deetz, 24:45; U. G. Shannon, 25:12 2-5, and Clifford Keiser, 25:13.

### Earhart Wins at Philadelphia.

At Philadelphia on Memorial Day a five mile race for motorcycles brought out the biggest field of starters and furnished one of the best events on a card with eight other events for automobiles. There were thirteen starters in the bicycle race, which resulted in a victory for an Indian of 1½ horsepower, ridden by Earhart, with a Driver machine of 4 horsepower second, ridden by Simmons. The time was 8 minutes 20 seconds. Among the other starters were American, Orient, Williamson, Marsh, Alvin and Reading Standard cycles.

| Order of Finish. | Rider.                                | Handicap. | Net time. |
|------------------|---------------------------------------|-----------|-----------|
| 1—               | E. J. McCallum, N. Y.....             | 6:00      | 1:16:29   |
| 2—               | A. Demarest, National A. C.....       | 6:00      | 1:16:33   |
| 3—               | C. Widman, Newark.....                | 4:00      | 1:14:33½  |
| 4—               | E. M. Van Iderstine, M'w'd S. C.....  | 6:00      | 1:16:33½  |
| 5—               | W. Such, Washington A. A.....         | 6:00      | 1:16:33½  |
| 6—               | T. Smith, Newark.....                 | 5:00      | 1:15:33½  |
| 7—               | Charles Hokanson, Newark.....         | 4:30      | 1:15:04   |
| 8—               | C. Dusel, Maplewood S. C.....         | 6:00      | 1:16:34   |
| 9—               | B. Rogers, Newark.....                | 5:30      | 1:16:04½  |
| 10—              | G. Pauli, Sunset W.....               | 6:30      | 1:17:04½  |
| 11—              | J. J. Wuench, Bay View W.....         | 6:00      | 1:16:34½  |
| 12—              | F. J. Poole, Newark.....              | 4:00      | 1:14:34½  |
| 13—              | Frank Drastal, Bay View W.....        | 4:30      | 1:15:05   |
| 14—              | John Allen, Bay View W.....           | 5:00      | 1:15:35   |
| 15—              | J. Kearns, Ironia, N. J.....          | 5:00      | 1:15:35½  |
| 16—              | J. Magin, Ironia, N. J.....           | 7:00      | 1:17:35½  |
| 17—              | A. Husse, Newark.....                 | 6:00      | 1:16:36   |
| 18—              | J. Meleady, Newark.....               | 5:00      | 1:15:37   |
| 19—              | F. Schwartz, Newark.....              | 5:30      | 1:16:12   |
| 20—              | B. Glynn, Naugatuck, Conn.....        | 5:30      | 1:16:34   |
| 21—              | E. J. Lang, Washington A. A.....      | 6:00      | 1:17:10   |
| 22—              | A. Heick, Bay View W.....             | 5:00      | 1:16:15   |
| 23—              | W. Davis, Newark.....                 | 5:30      | 1:16:55   |
| 24—              | C. Nerent, Tiger W.....               | 3:00      | 1:14:34   |
| 25—              | J. Marnello, Newark.....              | 3:00      | 1:14:35   |
| 26—              | J. Leon, National A. C.....           | 3:30      | 1:14:05½  |
| 27—              | J. A. Cox, Newark.....                | 3:30      | 1:14:05½  |
| 28—              | P. J. Brannigan, Pastime A. C.....    | 3:00      | 1:14:37   |
| 29—              | W. Hughes.....                        | 5:30      | 1:17:07½  |
| 30—              | E. E. Milkowaitte, Elton, N. Y.....   | 5:00      | 1:16:37½  |
| 31—              | C. Jenkins.....                       | 4:30      | 1:16:12   |
| 32—              | J. A. Eisele, Bay View W.....         | 6:30      | 1:18:56   |
| 33—              | W. K. Van Iderstine, N'k, Conn.....   | 4:30      | 1:17:30   |
| 34—              | E. Curran, N. Y.....                  | 5:30      | 1:18:35   |
| 35—              | Adolf Krohn, Monitor C. C.....        | Scratch   | 1:13:59   |
| 36—              | W. Smith.....                         | 1:30      | 1:14:29½  |
| 37—              | E. Meyers, Preakness A. C.....        | Scratch   | 1:13:59½  |
| 38—              | W. Wilkens, Sunset W.....             | Scratch   | 1:13:59½  |
| 39—              | O. E. Wolf, East Orange.....          | 2:30      | 1:16:30   |
| 40—              | W. O'Brien, Mt. Hope, N. Y.....       | 5:00      | 1:19:24   |
| 41—              | R. Meyers, Preakness A. C.....        | Scratch   | 1:15:07   |
| 42—              | George Ungemah, N. Y.....             | 5:00      | 1:20:15   |
| 43—              | P. J. Bauer, Port Richmond, S. I..... | 2:30      | 1:17:35½  |

Time prize winners—A. Krohn, 1:13:59; E. Meyers, 1:13:59 3-5; W. Wilkens, 1:13:59 4-5; J. Leon, 1:14:05 1-5, and J. A. Cox, 1:14:05 2-5.



## HURLEY RETAINS HIS SPEED

### Amateur Champion Scores at Vailsburg— Downing Wins from Billington.

Marcus L. Hurley, of the New York Athletic Club rode his first race of the season last Sunday at the Vailsburg track, and demonstrated to nearly seven thousand spectators that he is likely to again win the N. C. A. amateur championship this year. Hurley was in an easy heat in the half-mile open amateur, and had no trouble in qualifying for the final. Besides the amateur champion, the following riders started in the deciding heat, Zanes, Lee, Mackay, Sherwood, Rupprecht, Scott, Gebhardt, Schwab and De Haven. Billington and Downing had a match race and did not start in the open event. Schwab's chain jumped the rear sprocket on the first attempt to start the field, and the second time he only rode a few yards before it tightened up, but the riders were not stopped again. Zanes and Lee led the New York Athletic Club man when the bell rang, but he went to the front at the eighth pole, with Rupprecht at his heels. Hurley did not look around, as is his habit generally, but dug out for the tape, Rupprecht having about all he could do to hang on. Hurley had a length and a half advantage over the big Bay View Wheelman at the line, while Lee was third, two lengths back of Rupprecht.

Hurley had Downing, Billington, Lee and Goerke with him on scratch in the five-mile handicap. The scratch men rode in rather a leisurely manner for the first half mile, and were nearly overhauled by Rupprecht, who had been placed on the 100-yard mark. Rupprecht went out at the crack of the gun and was within 75 yards of the scratch men in the first half mile but could not catch them unaided. He kept a big lead for some time, but finally tired and fell back among the limit men. Hurley had been training for but a few days, and could not stand the pace set by the other back markers, and fell back with Mike Coffey and Appleton for company, dropping out before the finish. The four other scratch men had caught Schlee, Mackay, Schwab and Zanes and they were 50 yards to the bad when the bell rang, Downing having done the best work in pacing. Lee set out at the bell and made a great finish, being within five lengths of the winner at the tape and securing fourth place. The winner was Alfred Ashurst, 250 yards, who had taken the ten-mile handicap the previous Sunday by a full lap after catching the scratch men from the 360-yard station.

The half-mile match between Downing and Billington was to have been best two in three heats, but only two heats were needed to decide it. The Garden City Wheelmen's travelling representative demonstrated that Billington was not a match for him in either speed or generalship. Downing appeared clad in a beautiful green

shirt, and after his feet had been strapped to his pedals he brought out a skull cap of the same material and color as his shirt and pulled it well down on his head, saying: "That's my mascot." Perhaps it was, for he certainly "did things" to the "Pride of Vailsburg." The starters held the riders at the gun, and Downing was sent away first when the referee suggested they were to have a race. The Westerner rode slowly around, well up the bank until he reached the beginning of the homestretch on the first time around. Then he feinted at sprinting and quickly back pedalled, forcing Billington into the lead. Billington almost stopped when he realized what had happened, and just then Downing dashed down the bank and had a lead of twenty lengths on him before the Vailsburg rider could get going. Billington made an earnest effort to catch the San Jose man, but Downing won by ten lengths, sitting up. Billington was off the mark first in the second heat, and another loaf ensued, this time until after the last eighth of a mile was begun. Then Downing just sprinted around his opponent and won by half a length without any particular exertion.

Iver Lawson made his first appearance of the year in competition, and had no trouble in taking the mile scratch event for riders who had not won \$100 at the track this year. Schreiber and Jacobson and Dorlon and Fogler elected to team, Lawson riding alone. Jacobson and his partner had the lead at the bell, Lawson being in fourth position. Schreiber and Tom Butler led around the last turn, but Lawson came with a rush in the stretch and led Schreiber over the line by a length, Fogler nipping Tom Butler for third. Three heats for the "Great American Stakes," a half-mile open professional for Decoration Day, with \$75 as first prize, were run. John Bedell was in the first heat and was defeated by Dorlon and Fenn. The judges thought Dorlon led Fenn over the line, though they undoubtedly had a complete monopoly of that opinion, but as both riders qualified for the final, no fuss was made. Root was to have started in the second heat, but a punctured tire put him into the third heat. Kramer took the second heat, Hadfield defeating Menus Bedell for second. In the third heat Schreiber jumped the field, and as no one went after him, he won by four lengths, Lawson being an easy second.

Kramer and Lawson were the lone scratch men in the two-mile handicap, and Kramer came within one second of his own world's record of 3:59 4-5 for the distance when he won the race. The men with the generous handicaps became very busy right from the start and the scratch men were 200 yards behind when the last mile was begun. Kramer and Lawson overtook Root, Fenn and John Bedell at 30 yards very quickly and the five took turns at pacing. When they overtook the limit men just before the bell was sounded for the last lap, Fenn was leading, followed by Kramer and John Bedell. Root had been shifted almost to the

rear at the bell, but he started what seemed a hopeless race for the front, being forced to keep near the top of the bank all the way. He challenged Kramer in the straight for home, but had exhausted himself and finished third, Fenn being a length back of Kramer. Lawson did not finish.

The novice race was notable for the many "knights of the road" it attracted. J. M. Eifler, H. Van den Dries, H. S. R. Smith and D. J. McIntyre having gained much fame as mileage fiends. Eifler qualified in his heat, but did not figure in the final, which fell to the superior sprinting ability of H. Van den Dries, of the Tiger Wheelmen of New York City.

#### Summaries:

One-mile novice—Won by H. Van den Dries, Tiger W., New York; H. S. R. Smith, Brower W., New York, second; Charles De Salvio, Roy W., New York, third. Time, 2:39 4-5.

Half-mile open, amateur—Won by Marcus L. Hurley, N. Y. A. C.; Edward Rupprecht, Bay View W., Newark, second; W. R. Lee, New York, third; W. Gebhardt, Brooklyn, fourth. Time, 1:12.

Five-mile handicap, amateur—Won by Alfred Ashurst, Newark (250 yards); W. A. Penn, New York (275 yards), second; C. J. Hayes, New York (300 yards), third; W. R. Lee, New York (scratch), fourth. Time, 11:08 2-5.

Half-mile amateur match race between Burton Downing, of San Jose, Cal., and Teddy Billington, Vailsburg—Won by Downing in straight heats. Time, 1:37 and 1:37 1-5.

One-mile scratch, professional, for riders who had not won \$100 at Vailsburg this year—Won by Iver Lawson; G. C. Schreiber, second; Joseph Fogler, third. Time, 2:04 4-5. Lap prize winners, G. I. Kremer, 1; Kastendieck, 1; Jacobson, 1.

Two-mile handicap, professional—Won by Frank L. Kramer (scratch); W. S. Fenn (30 yards), second; E. F. Root (30 yards), third; Charles Hadfield (90 yards), fourth. Time, 4:00 4-5. Lap prize winners, G. I. Kremer, 1; Guery, 1; Dolbear, 1; Jacobson, 1; Galvin, 1; Kastendieck, 1; Fenn, 1.

Half-mile open, professional, final heat to be run Decoration Day—Kramer, Dorlon, Schreiber, Hadfield, Fenn and Lawson qualified.

#### Peck Plans More Runs.

As an outgrowth of the Boston revival run on May 1, and as the result of many inquiries, A. D. Peck, to whom the chief credit was due, has arranged another run for Sunday, June 5. Jamaica Pond, instead of Chestnut Hill, will be the rendezvous. Captain Peck is also planning a run to some other point near Boston for a Saturday afternoon in July, after the fashion of the old Cottage City meets. Baseball will be played between the different clubs, and obstacle, swimming and other contests will be held.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. \*\*\*



## LAWSON'S SPRINT UNAVAILING

**Is Defeated by Kramer at Vailsburg—  
Jacobson Steals a Lap and Wins Handicap.**

Kramer and his greatest rival, Iver Lawson, measured strides last Monday for the first time since the memorable day last September when they fought out the two mile increased point championship at Manhattan Beach. Last Monday Kramer had all the best of the argument, as he was in noticeably better condition than the man who had so recently returned from Australia, where he defeated Major Taylor twelve times in fifteen races. Kramer, too, had the very efficient aid of W. S. Fenn, who is riding so far this year in a manner to indicate that he is regaining the form that enabled him to make his world's record in 10:15 for five miles from scratch in a handicap race. Despite his defeat, Lawson showed enough speed to warrant the prediction that he will again prove a stumbling block to the efforts of the East Orange man to win the N. C. A. championship. The two great rivals met in the deciding heat of the half-mile scratch "Great American Stakes," the trial heats of which had been run the day before. The starters in the race, from the pole out, were Kramer, Dorlon, Schreiber, Hadfield, Fenn and Lawson. Kramer and Fenn were the only pair to announce teaming, Lawson declining to team with any of the others. Hadfield had the best of the start by half a length, and at once rode down onto the pole and began to ride as if in a pursuit race. The field strung out with Fenn at Hadfield's heels, Kramer, Lawson, Schreiber and Dorlon following. The latter got away very slowly, and was ten lengths behind on the back stretch, but managed to catch the others before they had ridden the first quarter. Hadfield stopped racing on the back stretch and Fenn went to the front and stayed there until the beginning of the home stretch when first Kramer and then Lawson rode around him on the outside. Kramer rode well within himself in the race to the tape and won from Lawson by three feet, Fenn, on the pole, being a foot and a half back of Lawson at the finishing line. After the men dismounted, Dorlon went to the referee and claimed that Lawson had bumped into him and run him off on to the grass just after the start, but the referee said he had not seen any such occurrence and dismissed the protest of the "Horse and Buggy" ex-amateur. Dorlon also made a protest against Hadfield, saying that Hadfield had teamed with Kramer and Fenn, but this was denied emphatically by all three men concerned.

The five-mile handicap was enjoyed immensely by the spectators and also by J. P. Jacobson, of New Haven, who has ridden in the last two six day races in Madison Square Garden with Jed Newkirk as a partner. Kramer, Lawson and Fenn were on scratch,

while eight men had 350 yards. Jacobson had 325 yards, and he was soon overhauled by Cadwell, who had 300 yards. They raced until they caught the limit men when Galvin joined them and the trio set out in an earnest endeavor to catch the short mark men, who had bunched. Cadwell and Galvin stayed with Jacobson as long as they could and then he started a long sprint after the short markers. He had to ride unpaced for almost two entire laps, but he managed to catch the back mark bunch after riding a total distance of one and one-quarter miles. The New Haven man stayed with the short mark bunch until it caught the limit men at 2½ miles. Jacobson rode easily from then on, though he kept well up the bank so as to be able to dodge any luckless rider who might fall. When the bell rang for Jacobson, Root and Lawson seemed to think it was the signal for the last lap of all the riders, and they sailed out for the tape. Lawson gained on Root fast when the pair reached the home stretch, but Root led the Salt Lake man over the tape by half a length. When Root heard the bell again as he passed the judges' stand, he sat up on his saddle and looked at the judges in amazement. When he saw that Fenn, Kramer and the Bedell Brothers were just starting their sprints the Bostonian realized that he had made a mistake, but he was too far behind to again get within striking distance of any of the prizes. Fenn dropped Kramer at the last eighth pole, and the champion won second prize from Menus Bedell by five open lengths. In addition to the first prize of \$50, Jacobson also won \$16 in lap prizes.

The race at one mile for riders who had not won \$100 at the track this season brought out a field of nineteen starters, Dorlon and Fogler and Schreiber and Jacobson being teamed. Fogler led at the bell, with his team mate at his heels. Dorlon went to the front at the eighth pole with Cadwell in hot pursuit. Schreiber tried to sprint around the pair in the stretch, but Dorlon won from Cadwell by a length and a half, the latter being the same distance ahead of the former amateur "Indoor King." Robert Hunter, of Newark, billed as "Dare Devil Hunter," essayed to break Albert Champion's track record of 1:12 for a mile on a motor bicycle. Hunter rode an immense machine that looked as if it might weigh half a ton, but it did not work very satisfactorily, and he only covered half a mile, for which his time was 40 seconds.

Marcus L. Hurley, of the New York Athletic Club, won the half-mile amateur open in hollow style, leaving Billington and Lee far in the rear. Zanes secured Hurley's rear wheel soon after the start and stayed there. When Hurley was ready, he sprinted and led his trailer over the line by an open length. David Mackay, a fast improving amateur, defeated Billington for third and Lee was sixth. Fifteen riders won the right to compete in the final heat of the amateur mile handicap, but a rainstorm caused the deciding heat to be postponed until Sunday. The final of the half-mile novice was

an unusually close race, Louis Francis, of Newark, winning by less than a foot.

The races were witnessed by the greatest crowd of the year, the attendance being estimated at 7,500. The large number of ladies among the spectators was particularly noticeable. Nearly all of the events had appropriate names tacked onto them, the half-mile open amateur being called the "Memorial Stakes," the one-mile amateur handicap being listed as the "Blue and Gray Handicap," while the professional events were called the "Great American Stakes" and the "Decoration Day Handicap."

#### Summaries:

Half-mile, novice—Won by Louis Francis, Newark; J. M. Buchanan, Keystone A. C., Great Kills, S. I., second; Eugene Bataile, Maplewood, third. Time, 1:14 2-5.

Half-mile open, amateur—Won by Marcus L. Hurley, N. Y. A. C.; James Zanes, Newark, second; David Mackay, Newark, third; Teddy Billington, Vailsburg, fourth. Time, 1:14 3-5.

Half-mile open, professional—Won by Frank L. Kramer; Iver Lawson, second; W. S. Fenn, third; G. C. Schreiber, fourth. Time, 1:01.

One-mile professional, scratch, for riders who had not won \$100 at the track this year—Won by Oliver Dorlon, Coney Island; Frank J. Cadwell, Hartford, second; G. C. Schreiber, New York, third. Time, 2:04 2-5. Lap prize winners, Kastendieck, 2; Fogler, 1.

Five-mile handicap, professional—Won by J. P. Jacobson (325 yards); Frank L. Kramer (scratch), second; Menus Bedell (100 yards), third; John Bedell (50 yards), fourth; Tom Butler (200 yards), fifth. Time, 10:30. Lap prize winners, Jacobson, 16; H. B. Lake, 1; Kastendieck, 1; Schreiber, 1.

Half-mile motor bicycle exhibition by Robert Hunter, of Newark. Time, 0:40.

#### Reading is Revived, Too.

Charles W. Krick, of Reading, Pa., at one time the most famous racing man in that section, officiated as starter of the 20-mile road race held at that city on Decoration Day. He saw Edward Longenecker, of Wernersville with a handicap of 5 minutes, carry off the Reading Standard bicycle, offered as first prize, in 63 minutes 59 seconds. Alvin Miller, of Reading, who also started from the 5 minute mark, was a close second. Edwin Strunk (4 minutes), of Mohnsville, finished third, in 63 minutes 27 seconds, and Frank Schnader (4 minutes), of the same place, was fourth, in 63 minutes 40 seconds.

Harry Bewley, of Wyoming, carried off the time honors from the 1 minute mark in 62 minutes 14 seconds.

The following is the order of finish of the fourteen prize winners.

| Rider.                             | Handicap.<br>m. s. | Time.<br>m. s. |
|------------------------------------|--------------------|----------------|
| 1—Edward Longenecker, Wernersville | 5:00               | 63:59          |
| 2—Alvin Miller, Reading            | 5:00               | 64:00          |
| 3—Edwin Strunk, Mohnsville         | 4:00               | 63:27          |
| 4—Frank Schnader, Mohnsville       | 4:00               | 63:50          |
| 5—Frank Gehret, Reading            | 2:00               | 63:13          |
| 6—Harry Bewley, Wyomissing         | 1:00               | 62:14          |
| 7—J. E. Landis, Reading            | 3:00               | 65:16          |
| 8—Chas. Buchert, Reading           | Scratch            | 62:30          |
| 9—Wm. Bewley, Wyomissing           | Scratch            | 62:34          |
| 10—Charles Strunk, Reading         | 5:00               | 67:50          |
| 11—Amos Palm, Reading              | 2:00               | 65:00          |
| 12—Abraham Long, Lebanon           | 4:00               | 67:20          |
| 13—William Emore, Reading          | 6:00               | 76:00          |
| 14—Herbert Haas, Reading           | 5:00               | 87:00          |



## BALTIMORE'S RERIVAL RACE

Witnessed by Thousands—Race and Time  
Prize Won by Dark Horse.

Howard A. French, the energetic Baltimore dealer and clubman, scored a success of no mincing order in his ten-mile "revival road race," held in the Maryland metropolis on Decoration Day. Despite a gale of wind which churned up clouds of dust, it proved a rousing affair. Fully three thousand spectators were on hand, and forty-seven of fifty-four entrants faced the starter.

The race developed a surprise party in Robert Shanklin, of the American Wheelmen, who, with 2:30 handicap, not only finished first, but also won the time prize in 30:25, thereby becoming possessed of two bicycles, a Columbia and a Yale. He took the time prize by grace of a collision between the two scratch men, W. G. French and William Warmbold. The latter's saddle broke, causing a spill that brought down both men. They remounted, however, and had an interesting struggle to the tape, in which French proved the better man.

Raymond Thomas, of the Yale Wheelmen, ran over a dog and scraped his shoulder and arm. Charles B. Weiss and Elmer Rolleker, both of the American Wheelmen, and Charles Kramer were also the victims of accidents that spoiled their chances for finishing with the leaders. Edward Burrier, of the Paterson Wheelmen, had four minutes handicap, and might have given an argument to Shanklin for first place but for the fact that he was blocked by a streetcar on Belvidere avenue. Chester Cogswell, of Washington, had thirty seconds handicap, but lost his way and did not finish. J. Marshall, of Hagerstown, had three minutes handicap, and won fifth place prize.

The race was very well conducted, and there was not the usual confusion at the finish, owing to the foresight of Manager French in securing competent officials. Walter Gehre, of London, England, acted as referee. Rain prevented the track races which had been scheduled for the afternoon. The only dispute which arose was the question of awarding the French trophy for the club having the largest number of starters. The Paterson Wheelmen had twenty-three men entered, of whom nineteen started, and the American Wheelmen had twenty-two entries and also nineteen starters. Mr. French settled the matter by saying that he would give two cups instead of one. First and second prizes for both places and time honors were won by riders mounted on Yale bicycles.

| Rider.                  | Handicap. | Time. |
|-------------------------|-----------|-------|
|                         | m. s.     | m. s. |
| 1—Robert Shanklin.....  | 2:30      | 30:25 |
| 2—Ed Burrier.....       | 4:00      | 33:05 |
| 3—Albert Dent.....      | 5:00      | 34:38 |
| 4—Alonza Kimball.....   | 3:00      | 32:17 |
| 5—J. Marshall.....      | 3:00      | 32:55 |
| 6—H. B. Mosher.....     | 1:30      | 31:09 |
| 7—Thomas W. Baker.....  | 4:30      | 34:45 |
| 8—J. W. Steigelman..... | 4:30      | 34:50 |
| 9—Henry Warmbold.....   | 4:30      | 34:55 |
| 10—J. H. Mosher.....    | 1:00      | 31:39 |
| 11—Lewis Schneider..... | 5:30      | 36:02 |
| 12—Henry Jaeger.....    | 4:00      | 4:38  |
| 13—Wm. G. French.....   | Scratch   | 30:46 |

|                            |         |       |
|----------------------------|---------|-------|
| 14—Wm. Warmbold.....       | Scratch | 30:49 |
| 15—Thomas J. Klug.....     | 3:00    | —     |
| 16—Charles O. Reville..... | 6:00    | —     |
| 17—William Morris.....     | 0:30    | —     |
| 18—H. Appell.....          | 4:30    | —     |
| 19—William H. Canne.....   | 0:30    | —     |
| 20—Harry Goldfaden.....    | 5:00    | —     |
| 21—Sam D. Langlotz.....    | 3:00    | —     |
| 22—R. Oliver.....          | 3:00    | —     |
| 23—William A. Keese.....   | 5:30    | —     |
| 24—Charles B. Weiss.....   | 6:30    | —     |
| 25—W. A. Mueller.....      | 5:00    | —     |

Time prize winners, Robert Shanklin, 30:25; William G. French, 30:46, and William Warmbold, 30:49.

## Side Slipping and Speed Slackening.

Side slipping is frequently the cause of a fall with a new or inexperienced rider, and a few points on the subject may mean the avoidance of not a little discomfort on his part. If care is taken when a wet or slippery place is encountered to ride as straight as possible at a slow speed and by applying a gentle and uniform driving motion to the pedals, there is little possibility of side-slip. Abrupt turns, back pedalling and the sudden application of the brake greatly increase the danger. The same rule applies in striking a loose obstruction. One may suddenly come upon a loose stone or stick when the natural inclination is to decrease the speed as rapidly as possible. But if it is impossible to stop or avoid the obstacle, then there is less danger if driving power is applied just before the impact, for by so doing there is a chance of riding over or jumping the obstruction. If the speed is being retarded as the obstruction is met, there is a tendency of its rolling along under the front wheel with the consequences of a fall. Briefly, there is always less danger in either of the above cases when the bicycle is being driven than when its speed is being rapidly decreased.

## Advance Ignition Slowly.

When it becomes necessary to advance ignition, do so very slowly, taking the lever along, notch by notch, with several seconds' interval between each advancement. If you proceed in this fashion it gives the engine every opportunity to pick up its speed gradually and without any shock to its component parts.

Supposing the ignition to be half advanced and the engine running easily, if it be fully advanced suddenly there is every probability that the cylinder charge will be fired long before the piston has got anywhere near the top of its stroke. The consequence is that while the velocity of the flywheel is lifting the piston the early ignited charge tends to force it down, resulting in a very severe shock to the whole of the engine, the piston, connecting rod, the crank shaft in particular.

In the races held at Oklahoma City on Decoration Day, W. L. Witten retained his honors of Territorial champion by winning the half-mile championship in 1:09. George Alders was second, and M. Wimmer third.

The 25-mile road race which was to have been run at Denver, Col., on Decoration Day, was postponed until June 11 so as not to conflict with the mixed bicycle, motor bicycle and automobile race meet, which was to be held there the same day.

## KOEPPKE WON EVANSTON RACE

19 Year Old Boy Led Big Field Over Tape—  
Hultgren Made Best Time.

Oscar Koeppe, a nineteen-year-old member of the Century Road Club Association, won the annual twenty-five mile Decoration Day road race over the Chicago-Evanston course last Monday, in a field of forty-one starters, thirty-four finishing the race. Koeppe started from the three-minute mark and won only after a desperate sprint through Lincoln Park with Fred Schlewitt, who started from the same mark. The finish was close, only a wheel separating the two men.

The winner of the time prize was Herman Hultgren, a scratch man, who rode the twenty-five miles in 1:08:16, sixteen seconds slower than "Farmer" William Blum's time over the same course last year. Two other scratch men, Erwin Siegel, the winner of the race last year, and Otto Jacoby, took second and third time prizes, respectively. William and Emil Blum had been expected to compete in the race, but they went on a luckless "pot hunting" trip to Grand Rapids, Mich. The start was made promptly at 10 o'clock, J. R. Stephens, the limit man, being sent away with a ten-minute handicap. After that the men got away at one-minute intervals. The race was run off in good style. Not a serious accident occurred, the roads being good, in spite of the rains. The course was a complete twenty-five miles, the men starting at Grant's monument, in Lincoln Park, and riding to Ridge avenue, in West Evanston, and return.

Koeppe, the winner of the race, rode in only one race before yesterday. Hultgren, winner of the time prize, is probably the best road rider in the city outside of "Farmer" Blum, having won first time prize in the century race Labor Day last year and third the year before.

## Summary:

| Rider.                                | Handicap. | Time.    |
|---------------------------------------|-----------|----------|
|                                       | m. s.     | h. m. s. |
| 1—Oscar Koeppe, C. R. C. A.....       | 3:00      | 1:09:58  |
| 2—Fred Schlewitt, C. R. C. A.....     | 3:00      | 1:09:59  |
| 3—Peter A. Rocklage, C. R. C. A.....  | 4:00      | 1:11:37  |
| 4—Fred Clay, C. R. C. A.....          | 3:00      | 1:10:52  |
| 5—John Horsh, A. C. C.....            | 3:00      | 1:10:53  |
| 6—S. Olson, A. C. C.....              | 3:00      | 1:10:54  |
| 7—H. Hamborg, unattached.....         | 5:00      | 1:13:06  |
| 8—H. Hultgren, C. R. C. A.....        | Scratch   | 1:08:16  |
| 9—Leif Jensen, unattached.....        | 4:00      | 1:12:17  |
| 10—F. Jaisley, unattached.....        | 4:00      | 1:12:18  |
| 11—Charles Koenig, C. R. C. A.....    | 5:00      | 1:13:30  |
| 12—Fred Pape, C. R. C. A.....         | 6:00      | 1:15:03  |
| 13—Ed Bentel, C. R. C. A.....         | 5:00      | 1:14:04  |
| 14—Erwin Siegel, C. R. C. A.....      | Scratch   | 1:09:04½ |
| 15—Otto Jacoby, C. R. C. A.....       | Scratch   | 1:09:04½ |
| 16—Carl Koeppe, C. R. C. A.....       | 3:00      | 1:12:11  |
| 17—A. F. Suggs, A. C. C.....          | 8:00      | 1:18:09  |
| 18—H. Schmidt, unattached.....        | 5:00      | 1:15:32  |
| 19—E. J. Magnuson, unattached.....    | 8:00      | 1:18:33  |
| 20—A. C. G. Anderson, N. W. S. C..... | 1:00      | 1:12:41  |
| 21—W. Schlewitt, C. R. C. A.....      | 8:00      | 1:20:55  |
| 22—M. F. Rieske, C. R. C. A.....      | 5:00      | 1:18:41  |
| 23—Geo. Raynor, Lafayette, Ind.....   | 3:00      | 1:18:09  |
| 24—William F. Harz, A. C. C.....      | 7:00      | 1:26:11  |
| 25—Adam Holzwarth, A. C. C.....       | 4:00      | 1:23:42  |
| 26—Jesse Raynor, C. R. C. A.....      | Scratch   | 1:19:47  |
| 27—John Mueller, unattached.....      | 8:00      | 1:27:53  |
| 28—Charles Schober, unattached.....   | 6:00      | 1:26:05  |
| 29—H. S. Thomson, C. R. C. A.....     | 9:00      | 1:30:55  |
| 30—G. Paulick, Kenosha C. C.....      | 2:00      | 1:24:25  |
| 31—J. Schumacher, C. R. C. A.....     | 6:00      | 1:29:08  |
| 32—Roy Babcock, unattached.....       | Scratch   | 1:26:00  |
| 33—J. R. Stevens, unattached.....     | 10:00     | 1:36:20  |
| 34—J. F. Breit, C. R. C. A.....       | 6:00      | 1:34:40  |

The prize winners: H. Hultgren, 1:08:16; Erwin Siegel, 1:09:04 3-5, and Otto Jacoby, 1:09:04 4-5.



## ROCKETLIKE HILL-CLIMBING

**Rogers Wins When Little Fox is Ruled Out**  
—Weight and Weather Play Parts.

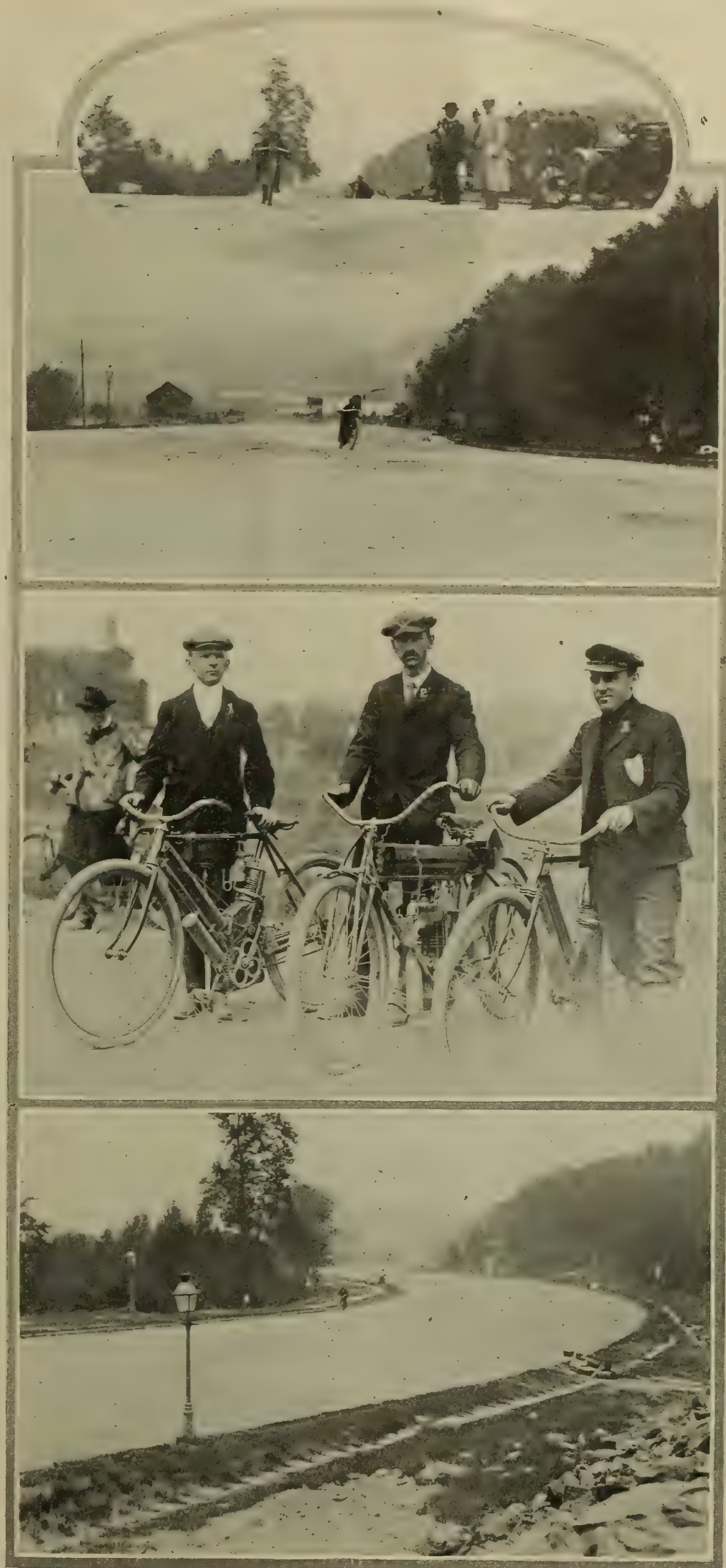
New Yorkers had their first public view of the hill climbing capacity of motor bicycles on Monday last, May 30, and the New York Motorcycle Club, of course, provided it. Unlike last year's contest, which was held on a grade far removed from the city, Monday's trials occurred on the Fort George Hill, well within the city limits and easily accessible to all.

It is a long hill and a steep one—2,812 feet in length, 1,900 of which are pitched at an unvarying angle of 10 per cent, and the surface of which is of Belgian stone blocks. The first 60 feet, of the same surface, is nearly level, 1 per cent; the last 852 feet is of macadam, with an inclination of 3 per cent. It is a hill which few teams or automobiles go out of their way to tackle; it opened the eyes of several of the visiting motorcyclists whose ideas of percentages were sadly awry. Marsh, of Brockton, Mass., who brought down a machine rigged up for a 40 mile an hour dash, was frank in admitting his amazement.

However that may be, the several hundred spectators can but retain glowing impressions of the motor bicycle. They witnessed how easily and safely even small boys and a one-armed man can handle it, and saw also but two machines fail to surmount the grade, and one of these was not of American production, while the other was a victim of hard luck. Harold Taylorson, on a French Griffon, was the only man who failed. W. T. Marsh was the other unfortunate. Once he sailed up the hill in grand style, but the electrical timer failed to record his time. He was given another trial, of course, and then came to a sudden halt within the first hundred yards. Although he first attributed his failure to his knee touching his carburetter, he later "discovered" that he had been blocked by a carriage. Referee Oatman at the top of the hill believing the alleged offending vehicle was on the hill, gave Marsh a third trial. On this occasion he went up in fast time—1:01 1-5. Immediately after the contest H. Y. Bedell protested Marsh, and it was so easily proven that the carriage was not on the hill, but on the road yards from the starting tape, and where it in no way interfered with Marsh, that the referee lost no time in disqualifying the Brockton man. Though others did not do so, Marsh himself took it in good part, as he also had lodged a protest which had been sustained.

The offense in this instance was a flagrant one. Last year a number of men made use of one particularly fast machine. To prevent it on this occasion the rules provided that no two competitors should ride

Scenes at Fort George Hill-Climbing Contest.



ON THE BROW OF THE HILL. HALF WAY UP.  
THE THREE MEDAL MEN—(1) ROGERS, (2) CURTIS, (3) BEDELL.  
LOOKING DOWN THE GRADE.



the same mount. Despite the rule, Harry Fox, an eighty pound boy, and one of the last to make his trial, rode the Indian, which had been used by F. W. Rogers, the ultimate winner. Fox made the ascent in the fastest time of the day— 594.5 seconds, one-fifth of a second better than Rogers, but the youngster whose name fits him so well did not stop at the top of the hill to have the number of his motor taken, but dodged around a back road. He was followed and the trick detected, and his disqualification was already certain when Marsh lodged his protest.

The weight of the riders, as the result shows, was a prime factor in the result. The weather also played its part. When the first half dozen men made their trials the air was wet and heavy, a fine mist prevailing; the times of these men disclose the effect; none was able to do better than 1:24. As the day wore on, the mist lifted and the air dried, and almost at the close of the contest the sun began to smile. The men who climbed last had all the better of it. Rogers, the winner, was one of them. He rode a lightened Indian and went up like a rocket in 1 minute flat. When the two disqualifications had been made, G. H. Curtiss was in second place. Curtiss won last year's event on his two cylinder Hercules, which, with a two cylinder Indian, were barred by the 3½ horsepower limit, and demonstrated that his single cylinder machine is but little less powerful than its big brother. He complained, however, that the Belgian pavement was too rough to enable him to retain the proper mixture. When his protest against Marsh had been sustained, H. Y. Bedell, who was one of the old Riverside Wheelmen's



THE TELEPHONE AND STARTING KEY AT FOOT OF HILL.

racing team, moved into third place. Of thirty-five entries, only twenty started, among them M. E. Toepel, the one-armed president of the New York club, who de-

spite his infirmity—the absence of his left arm—did not finish last.

The timing was done by the ingenious electrical device invented by A. L. McMurry, of this city, who officiated at the finish. It was its first public demonstration, and though on several occasions and due to petty reasons, it failed to "catch" several of the riders, requiring that they be given second trials, as a whole it gave splendid satisfaction. In a general way the device may be said to consist of two electrical relays, one controlling a series of watches and the other a distributor, which selects the watch to be stopped. Pressure of a key at the starting point starts all the watches, of which ten may be employed, after which the distributor by pressure of other keys at intermediate stations controls and stops the watches that indicate the time of passing those points. The device also comprises a system of portable telephones, which permits of conversation with any station and also a telephone for the referee, who may talk to any station without being heard by the other stations.

The summary of the contest is as follows:

| Rider.                                   | Machine.       | H.P. | Trans- mission. | Wt. of machine. | Wt. of rider. | Time.    |
|------------------------------------------|----------------|------|-----------------|-----------------|---------------|----------|
| 1—F. W. Rogers, Hicksville, N. Y.....    | Indian .....   | 1½   | chain           | 95              | 125           | 1:00     |
| 2—G. H. Curtiss, Hammondsport, N. Y..... | Hercules ..... | 2½   | belt            | 125             | 150           | 1:02½    |
| 3—H. Y. Bedell, Hackensack, N. J.....    | Indian .....   | 1½   | chain           | 105             | 125           | 1:05½    |
| 4—George Andes, New York.....            | Indian .....   | 1½   | chain           | 100             | 140           | 1:07½    |
| 5—F. A. Baker, Brooklyn.....             | Indian .....   | 1½   | chain           | 100             | 150           | 1:10½    |
| 6—G. B. Pieper, Brooklyn.....            | Indian .....   | 1½   | chain           | 105             | 145           | 1:11½    |
| 7—G. N. Holden, Springfield, Mass.....   | Indian .....   | 1½   | chain           | 105             | 150           | 1:12     |
| 8—C. Gustafsen, Springfield, Mass.....   | Indian .....   | 1½   | chain           | 105             | 147           | 1:14     |
| 9—W. Jones, New York.....                | Marsh .....    | 3    | belt            | 150             | 104           | 1:14     |
| 10—H. A. Glieman, New York.....          | Rambler .....  | 1½   | chain           | 110             | 145           | 1:15½    |
| 11—J. J. McNevin, New York.....          | Rambler .....  | 1½   | chain           | 110             | 130           | 1:24     |
| 12—A. J. Banta, New York.....            | Rambler .....  | 1½   | chain           | 110             | 190           | 1:30     |
| 13—S. Rothschild, New York.....          | Indian .....   | 1½   | chain           | 105             | 130           | 1:30½    |
| 14—R. G. Betts, New York.....            | Indian .....   | 1½   | chain           | 105             | 130           | 1:31½    |
| 15—D. L. Bruce-Brown, New York.....      | Rambler .....  | 1½   | chain           | 110             | 145           | 1:35     |
| 16—M. E. Toepel, New York.....           | Indian .....   | 1½   | chain           | 105             | 155           | 1:35½    |
| 17—F. W. Horenberger, New York.....      | Marsh .....    | 3    | belt            | 140             | 160           | 2:10½    |
| —Harold Taylorson, New York.....         | Griffon .....  | 2    | belt            | 110             | 158           | failed   |
| —W. T. Marsh, Brockton, Mass.....        | Marsh .....    | 3    | belt            | 150             | 140           | disqual. |
| —Harry Fox, New York.....                | Indian .....   | 1½   | chain           | 95              | 80            | disqual. |

Buffalo Motorcycle Race Today.

The 50-mile motor bicycle race, which was to have been run in Buffalo on Decoration Day, under the auspices of the Buffalo Cycle Trade Association, was postponed on account of the slippery roads, rain having fallen all morning. The contest will be run this afternoon, each man being started 30 second after the preceding rider. The prizes will be awarded on the basis of actual running time, and a suitable emblem will be presented to all riders covering the course under 2 hours 45 minutes.

Georget Captures Paris-Bordeaux.

France's most famous cycling road fixture, the annual Paris-Bordeaux race, was decided last week. The winner in the professional section was Georget, who covered the distance in 18:50:42, which is a record without motor pace makers. In the amateur section Marcel Cadolle won in 19:40:12.

The course is from Paris to Bordeaux, a distance of about 373 miles.

Lowell Offers a Solution.

Is there no way in which the N. C. A. can reinstate McFarland as an amateur? He might prove quicklime on the rubbish heap.—(Bicycling World.

If "Mac" was painted black he might stand a good show of being reinstated as an amateur.—(Lowell (Mass.) Sun.



THE ELECTRICAL TIMING APPARATUS, INVENTOR McMURTRY IN HARNESS. REFEREE JOSEPH OATMAN IN RIGHT FOREGROUND.



## WALTHOUR DRUBBED McLEAN

Won 20 Mile Race at Revere by 1 1-4 Miles  
—Five Soiled Doves Also Raced.

Robert Walthour signalized his return to motor paced racing in America last Saturday night by defeating Hugh MacLean, of Chelsea, by one and one-quarter miles in a 20-mile race behind the big pacing machines at the Revere Beach track. Walthour rode in faultless style and led throughout the entire contest. His time for 20 miles was 27 minutes 53-5 seconds, the fastest mile being the twelfth, which was ridden in 1:19 2-5, or several seconds faster than a mile had ever been ridden at the Revere Beach track before.

Gussie Lawson, who went to Europe with the Atlanta man, paced Walthour, and his work was of great help to his man. It was the first contest in two years in which the big pacing machines had been used at the track. Lawson wore a helmet and the leather suit which aroused the ire of Robl when the latter raced against Walthour in Berlin. William Saunders paced McLean and was well bundled up with sweaters. Walthour started from the tape and his opponent from the back stretch. MacLean had about thirty yards the best of the start, but Walthour was ahead before the pair had covered the first quarter of a mile. At the end of a mile they were on even terms, and in the second mile MacLean seemed to be gaining. In the third mile Walthour gained on MacLean until he was at his heels, but he could not pass him until the sixth mile for a gain of half a lap.

Walthour again passed his opponent in the eighth mile, and in the tenth mile he gained another lap. At fifteen miles the Atlanta rider had gained seven laps on the Chelsea man, which lead he increased to ten laps, or one and one-quarter miles at the end of the race. MacLean rode a plucky race, but simply could not travel at the pace which Walthour set from the very start.

M. T. Dove, of New York, and Matt Downey, J. J. McKinnon, Patrick Logan and A. W. McDonald, all of Boston, who had been requested to register as professionals last fall, appeared in immaculate coats of whitewash and competed in two amateur events, a novelty race with an unknown distance and a ten-mile open. Carl Lemberg, of San Jose, California, made his first appearance in the Boston district and rode in the amateur races but failed to win a prize.

Summaries:

| Mile. | Leader.       | Led by laps. | Total time. m. s. | Mile time. m. s. |
|-------|---------------|--------------|-------------------|------------------|
| 1.    | Walthour..... | even         | 1:22%             | 1:22%            |
| 2.    | Walthour..... | 1/4          | 2:44%             | 1:27%            |
| 3.    | Walthour..... | 1/2          | 4:07              | 1:22%            |
| 4.    | Walthour..... | 3/4          | 5:27%             | 1:27%            |
| 5.    | Walthour..... | 1            | 6:51              | 1:23%            |
| 6.    | Walthour..... | 3/4          | 8:11%             | 1:20%            |
| 7.    | Walthour..... | 1 1/4        | 9:31%             | 1:20%            |
| 8.    | Walthour..... | 1 1/2        | 10:52             | 1:20%            |
| 9.    | Walthour..... | 1 3/4        | 12:12%            | 1:20%            |
| 10.   | Walthour..... | 2 1/4        | 13:31             | 1:20%            |
| 11.   | Walthour..... | 3 1/4        | 14:54             | 1:21%            |
| 12.   | Walthour..... | 4            | 16:14             | 1:19%            |
| 13.   | Walthour..... | 5            | 17:33%            | 1:21%            |
| 14.   | Walthour..... | 5 1/2        | 18:55%            | 1:20%            |
| 15.   | Walthour..... | 6            | 20:16%            | 1:21             |
| 16.   | Walthour..... | 7            | 21:37%            | 1:20%            |

|     |               |       |        |       |
|-----|---------------|-------|--------|-------|
| 17. | Walthour..... | 7 1/2 | 22:58% | 1:21% |
| 18. | Walthour..... | 8     | 24:31% | 1:22% |
| 19. | Walthour..... | 9     | 25:43% | 1:22% |
| 20. | Walthour..... | 10    | 27:05% | 1:21% |

Unlimited novelty race, first heat—First, Matt Downey; second, Joe Currie; third, J. A. McNeill; fourth, J. S. Grant. Time, 4:16.

Second heat—First, Carl Lemberg; second, Patsey Logan; third, A. W. Batchellor; fourth, A. W. McDonald; fifth, G. H. Wilkins. Time, 2:45.

Final heat—Won by Patsey Logan; second, J. A. McNeill; third, Joe Currie; fourth, J. S. Grant. Time, 5:09. Distance, 2 miles 1 lap.

Ten mile open, amateur—Won by A. W. McDonald; second, E. L. Collins; third, Patsey Logan. The winners of the intermediate miles were: First, D. Connelly; second, W. S. Younie; third, Harvey Giles; fourth, E. L. Collins; fifth, E. L. Collins; sixth, E. L. Collins; seventh, E. L. Collins; eighth, E. L. Collins; ninth, E. L. Collins. Time, 22:41 2-5.



NEW YORK BRANCH 214-216 WEST 47TH ST.

## Motorcycle Beats Autos.

The motor bicycle scored notably at the Charter Oak Park, Hartford, on Decoration Day. It was at an automobile meeting and motorcycles were given one chance. They made two of it and furnished the best sport of the day. The motorcycle race was the closest and snappiest on the programme, and was the only one that gave the spectators something to enthuse about. As there was a race for the winners of the day added to the programme, Mr. Coates, the winner of the motorcycle race got into that and scored a second victory, beating out a steam and a gasoline automobile. Following is a summary of the two events.

Five miles motorcycle race—Won by Mr. Coates, Columbia; Mr. O'Malley, Columbia, second; Mr. Soll, Columbia, third. Time, 6:34 1/4.

Race for winners—Won by Mr. Coates on Columbia motorcycle; Mr. Russell, steam car, second; W. J. Ziegler, Pope-Hartford gasoline car, third.

## SHOWS PHENOMENAL SPEED

Walthour Outclasses Opponents at Charles River, Averaging Better Than 1.08.

Robert Walthour rode a wonderful race last Tuesday night at the Charles River Park track in Cambridge, when he defeated Leander, Nat Butler and Stinson in a 30-mile motor paced event, and made new world's records from the fifth mile to the thirtieth. Walthour simply raced his opponents off their feet and won from Leander, who was second, by 3 1-5 miles, Butler was third, being one-fifth of a mile behind Leander. Not only did the Atlanta man establish a new set of records from five miles on, but he made a new world's record for a mile in competition, riding the fifteenth mile in 1 minute 6 1-5 seconds. His slowest mile was the first, which he rode in 1:16 2-5. He rode four different miles in 1:07, and eight miles were covered at 1:06 4-5 or better.

Leander, who considers himself every bit as good a pace follower as Walthour, made a game effort to keep Walthour's lead down in the first few miles of the race, but gave up the hopeless task after riding four miles. From then on, the big Chicagoan simply did the best he could, and kept a lead over Nat Butler. Stinson had hoped to figure in the race, but lost his pace at the very start and dropped out of the contest after riding a mile.

Carl Lemberg, of San Jose, California, rode in the amateur sprint races, but the best he could do against the "unconvicted amateurs" was to finish third in the mile handicap from the 60 yard mark.

Summaries:

| Miles and leader. | Time of mile. m. s. | Total time. m. s. | Previous record. m. s. |
|-------------------|---------------------|-------------------|------------------------|
| 1—Walthour.....   | 1:16%               | 1:16%             | 1:09%                  |
| 2—Walthour.....   | 1:09%               | 2:26              | 2:19                   |
| 3—Walthour.....   | 1:08                | 3:34              | 3:32 1/2               |
| 4—Walthour.....   | 1:09                | 4:43              | 4:43                   |
| 5—Walthour.....   | 1:08                | 5:51              | 5:53                   |
| 6—Walthour.....   | 1:08 1/2            | 7:00 1/2          | 7:03                   |
| 7—Walthour.....   | 1:07 3/4            | 8:07 3/4          | 8:13                   |
| 8—Walthour.....   | 1:06 3/4            | 9:14 3/4          | 9:23 1/2               |
| 9—Walthour.....   | 1:07 1/4            | 10:22             | 10:34                  |
| 10—Walthour.....  | 1:07 1/4            | 11:30             | 11:42                  |
| 11—Walthour.....  | 1:07                | 12:36 3/4         | 12:55                  |
| 12—Walthour.....  | 1:06 3/4            | 13:43             | 14:01 1/2              |
| 13—Walthour.....  | 1:07 1/4            | 14:50 3/4         | 15:14                  |
| 14—Walthour.....  | 1:06 3/4            | 15:57 1/4         | 16:22 1/2              |
| 15—Walthour.....  | 1:06 3/4            | 17:03 3/4         | 17:29 1/2              |
| 16—Walthour.....  | 1:07                | 18:10 3/4         | 18:49 1/2              |
| 17—Walthour.....  | 1:07                | 19:17 3/4         | 19:59 1/2              |
| 18—Walthour.....  | 1:06 3/4            | 20:24 3/4         | 21:09 1/2              |
| 19—Walthour.....  | 1:06 3/4            | 21:30 3/4         | 22:19 1/2              |
| 20—Walthour.....  | 1:07                | 22:37 3/4         | 23:30                  |
| 21—Walthour.....  | 1:06 3/4            | 23:44 3/4         | 24:40 1/2              |
| 22—Walthour.....  | 1:07 1/4            | 24:51 3/4         | 25:50 1/2              |
| 23—Walthour.....  | 1:08 1/4            | 25:59             | 27:01 1/2              |
| 24—Walthour.....  | 1:08 3/4            | 27:07 3/4         | 28:12 1/2              |
| 25—Walthour.....  | 1:07 1/4            | 28:15 3/4         | 29:22 1/2              |
| 26—Walthour.....  | 1:07 1/4            | 29:22 3/4         | 30:33 1/2              |
| 27—Walthour.....  | 1:07 1/4            | 30:30 3/4         | 31:44 1/2              |
| 28—Walthour.....  | 1:06 3/4            | 31:37 3/4         | 32:54 1/2              |
| 29—Walthour.....  | 1:07 1/4            | 32:45             | 34:05 1/2              |
| 30—Walthour.....  | 1:07 1/4            | 33:52 1/4         | 35:15 1/2              |

One-mile handicap, amateur—First heat won by J. B. Coffey (50 yards); H. A. Barry (80 yards), second; A. W. McDonald (scratch), third. Time, 2:06%.

Second heat won by D. Connolly (75 yards); Matt Downey (30 yards), second; A. Mori (150 yards), third; Ralph Wyatt (40 yards), fourth. Time, 2:07%.

Third heat won by J. A. McNeil (25 yards); J. J. McKinnon (35 yards), second; H. A. Giles (80 yards), third; Carl Lemberg (60 yards), fourth. Time, 2:11.

Final heat won by J. A. McNeil; Matt Downey, second; J. B. Coffey, third. Time, 2:08.

Final heat, three-fifths mile, novice—Won by T. Connolly; S. Goldman, second; B. G. Jordan, third. Time, 1:31%.

Five-mile open, amateur—First mile won by J. S. Brant; second, Pat Logan; third, C. Connolly; fourth, J. B. Coffey. Final mile won by J. A. McNeil; G. Laskey, second; Carl Lemberg, third; Matt Downey, fourth. Time, 12:20%.



## POT HUNTERS WERE FOILED

**Grand Rapids Men Played Tag with Chicagoans and Won Time Prizes.**

Joy reigned supreme in Grand Rapids Mich., last Monday night, for a local man punctured the hopes of a quartette of Chicago road racing men who had journeyed to the "Furniture City" with roseate visions of an easy "pot hunt" for the time prize in the 17-mile Decoration Day road race, which was run under the joint auspices of the retail dealers and the Grand Rapids Bicycle and Motorcycle Club. The Chicagoans who met with such a disappointment were Fred Herbert and C. Blankenheim, scratch men, and William and Emil Blum, who made late entries in the contest and were started one minute later than the scratch men. William Blum in particular has made a great name as a road racing man and been frequently spoken of as the best man in the West. The "pot hunting" Chicagoans had "passed up" the annual 25-mile Chicago-Evanston road race at their home city in order to make the trip to Grand Rapids and were much disgruntled at their defeat by George A. Beelby, who has been something of a road racing man himself in days gone by. Not only did first time prize escape the tourists, but second and third time honors also went to Grand Rapids riders.

Beelby started in the contest purely for the purpose of doing all he could to encourage others. He is a cycle dealer, and captain of the Grand Rapids Bicycle and Motorcycle Club, and had little time for training. He started from the one-minute mark and finished in second place in 46 minutes and 28 seconds, making better time than the scratch men and also bettering the time made by William and Emil Blum, of Chicago, who started one minute later than the scratch men.

J. H. Kruizenga, of Grand Rapids, with a handicap of 3 minutes and 30 seconds, won the first prize, his time being 48 minutes and 30 seconds. About one minute after the winner crossed the tap, Beelby and Olin finished together, Beelby leading Olin over the line by a narrow margin. The race and the start was witnessed by more than two thousand spectators, and more than twice as many watched the finish. There were 33 starters. The first and last miles of the race were ridden on the Comstock Park trotting track.

While the road riders were making their journey a five-mile motor bicycle race was run on the track. The race had been scheduled for ten miles, but was cut in half, as the officials feared it would not be finished before the road riders would return. Paul Stamsen, of Muskegon, mounted on an Indian, won by nearly half a mile from the second man, W. S. Daniels, whose mount

was a Rambler. Jay Tinkham, third, also rode a Rambler, and the fourth man, Frank Dean, rode a Columbia.

William and Emil Blum, of Chicago, and C. Blankenheim, also of Chicago, protested to the referee against Beelby, claiming that he had not won the time prize, but their protest was dismissed for lack of evidence.

| Rider.                                            | Handicap. | Time.   |
|---------------------------------------------------|-----------|---------|
| 1—J. H. Kruizenga, Grand Rapids.....              | 3:30      | 48:30   |
| 2—G. A. Beelby, Grand Rapids.....                 | 1:00      | 46:28   |
| 3—Bruff Olin, Grand Rapids.....                   | 1:00      | 46:28½  |
| 4—Frank Elmer, Grand Rapids.....                  | 3:30      | 49:35   |
| 5—Walter Longfield, Grand Rapids....              | 3:30      | 49:38   |
| 6—Ernest Kellogg, Grand Rapids.....               | 2:00      | 48:09   |
| 7—Carl C. Hansen, Grand Rapids.....               | 5:00      | 51:43   |
| 8—Tom Jarvis, Grand Rapids.....                   | 4:30      | 52:15   |
| 9—Jay Nemire, Grand Rapids.....                   | 4:00      | 51:55   |
| 10—W. J. Burman, Jackson.....                     | 2:30      | 50:27   |
| 11—John A. Rooks, Grand Rapids.....               | 4:30      | 52:48   |
| 12—Carl Goosen, Grand Rapids.....                 | 1:30      | 50:00   |
| 13—Fred Grimes, Grand Rapids.....                 | 2:00      | 50:34   |
| 14—O. Massicotte, Grand Rapids.....               | 1:30      | 50:15   |
| 15—Joseph Kuhn, Grand Rapids.....                 | 5:00      | 54:15   |
| 16—Frank Chapel, Grand Rapids.....                | 1:30      | 51:17   |
| 17—W. Blum, Chicago, 1 minute behind scratch..... |           | 48:55   |
| 18—W. West, Mt. Pleasant.....                     | 3:30      | 53:30   |
| 19—E. Blum, Chicago, 1 minute behind scratch..... |           | 49:03   |
| 20—Fred Herbert, Chicago, scratch....             |           | 50:30   |
| 21—J. E. Spiegelhauer, Chicago, scratch.....      |           | 51:40   |
| 22—W. Otte, Grand Rapids.....                     | 2:00      | 54:05   |
| 23—W. Marrin, Grand Rapids.....                   | 3:00      | 55:45   |
| 24—Harry Surrey, Grand Rapids.....                | 3:00      | 57:50   |
| 25—C. Condine, Grand Rapids.....                  | 3:00      | 57:55   |
| 26—R. Freeman, Cadillac, scratch....              |           | 55:35   |
| 27—E. W. Strong, Kalamazoo.....                   | 1:30      | 48:47   |
| 28—J. D. Tamboer, Grand Rapids.....               | 3:00      | 1:14:15 |

Arthur Gillett, of Grand Rapids, was fourth position man to cross the tape, in 48:59, being the first National bicycle rider to finish. He received the National special prize and the other riders were advanced one position.

Time prize winners—G. A. Beelby, 46:28; Bruff Olin, 46:28 1-5; Ernest Kellogg, 48:09.

Motorcycle race—First prize, Paul Stamsen, Muskegon; time, 8:24. Second prize, W. S. Daniels, Grand Rapids; time, 9:14. Third prize, J. Tinkham, Grand Rapids. Fourth prize, Frank Deane, Grand Rapids.

Stamsen's miles were: First, 1:45; second, 1:35; third, 1:45; fourth, 1:39; fifth, 1:50.

## Red Bankers Raced Despite Rain.

Rain marred, but did not stop, the Storck sixteen-mile road race at Red Bank, N. J., on Decoration Day. The floodgates opened just as the event was about to start, but within an hour closed sufficiently for the contest to be run. The roads were muddy and slippery, of course, but despite the fact William Taylor, of Eatontown, N. J., won the Reading Standard bicycle in good time—48:10. He had the handicap limit of 5 minutes. J. Frazee, Allenwood (4 minutes) was second, and Joseph Kennedy, of Red Bank, third. Kennedy also won the time prize, in 46:11. A. G. Brunner, Asbury Park, was fourth, in 46:31. The other prize winners, in the order of their finish, were as follows: Frank Deterling, Oceanport; Percy Soden, Atlantic Highlands; Frank Dennis, Long Branch; and John Peters, Atlantic Highlands. There were twenty-three entries.

Before the rain fell three short events were decided, as follows: Three-quarter-mile handicap, won by Florin Maricinni (scratch), in 1:33; half-mile (for boys), won by Matthew Byrnes, of Oceanport, in 1:31, and a slow race, won by Frank Deterling, of the same place. There were music and trick riding also to amuse the spectators.

## LOCALS WON AT WORCESTER

**Captured Race and Time Prize From Big Field of Visiting Cracks.**

Worcester's great 25-mile handicap road race was run last Saturday, and there is great rejoicing in that city, for the first place prizes and the first two time prizes were all won by local riders. The Worcester men had opponents worthy of their steel, for Charles Mock and M. J. Eustace, of New York, and Oscar Goerke, of the National Athletic Club, H. F. Cranston and Adolph Krohn, all of Brooklyn, started, as did W. H. Bussey, of Campello, who captured first place in the recent Malden race.

Joseph S. Londergan, of the Century Cycle Club, of Worcester, won the race with a handicap of six minutes. Asa Leland was half a length behind the victor, and Victor St. George was a close third. G. M. Anderson, of Worcester, handicap 3 minutes and 30 seconds, won time honors by one-fifth of a second from Russell Waid, of Worcester, who started in the same class. H. A. Ellis, of South Framingham, defeated Oscar Goerke, of Brooklyn, by one-fifth of a second for third time prize, both starting from scratch. Charles Mock, was unlucky enough to have one of his pedals broken, but rode for some distance with one foot, re-mounted and finished the race. Anderson, the time prize winner, finished in fourth place.

| Rider.                                | Handicap. | Time.  |
|---------------------------------------|-----------|--------|
| 1—J. E. Londergan, Worcester.....     | 6:00      | 61:03  |
| 2—A. Leland, Worcester.....           | 6:00      | 61:05  |
| 3—V. St. George, Worcester.....       | 6:30      | 62:37  |
| 4—G. M. Anderson, Worcester.....      | 3:30      | 58:41  |
| 5—R. Waid, Worcester.....             | 3:30      | 58:41½ |
| 6—M. M. Hoyt, Athol.....              | 5:30      | 60:41% |
| 7—R. J. Barr, Worcester.....          | 5:30      | 60:41% |
| 8—E. Brakevilt, Brockton.....         | 4:30      | 59:42  |
| 9—T. J. Norton, Providence.....       | 4:30      | 59:42  |
| 10—W. B. Thayer, Avon.....            | 4:00      | 59:13  |
| 11—J. M. Lawrence, Worcester.....     | 6:30      | 62:02  |
| 12—W. T. Wilke, South Manchester...   | 7:00      | 64:38  |
| 13—J. Herson, Lawrence.....           | 4:00      | 61:40  |
| 14—A. H. Hanson, Providence.....      | 6:00      | 64:04  |
| 15—W. S. Sears, Worcester.....        | 6:00      | 64:14  |
| 16—W. G. Glynn, Naugatuck, Conn....   | 5:30      | 66:18  |
| 17—A. Krohn, Brooklyn.....            | 2:30      | 60:48½ |
| 18—E. H. Magoon, Groveland.....       | 3:00      | 61:18% |
| 19—W. T. Norris, Brookline.....       | 2:30      | 60:48% |
| 20—W. H. Bussey, Campello.....        | 2:30      | 60:48% |
| 21—H. H. Champney, Methuen.....       | 4:00      | 62:28  |
| 22—H. A. Ellis, South Framingham..... | Scratch   | 58:43  |
| 23—O. Goerke, N. A. C., Brooklyn..... | Scratch   | 58:43½ |
| 24—H. F. Lind, Brooklyn.....          | Scratch   | 58:48  |
| 25—H. F. Cranston, Brooklyn.....      | Scratch   | 58:48½ |
| 26—W. A. Tuttle, Worcester.....       | 8:00      | 67:28  |
| 27—E. G. Gingrass, Attleboro.....     | 7:00      | 66:42  |
| 28—J. Manyan, Brookline.....          | 5:00      | 65:10  |
| 29—C. H. Parker, Worcester.....       | 8:00      | 68:10½ |
| 30—H. O. Andrews, Worcester.....      | 8:00      | 68:10% |

The other finishers, their handicaps and times were as follows:

| Rider.                              | Handicap. | Time.  |
|-------------------------------------|-----------|--------|
| T. V. Gauthier, Beverly.....        | 4:30      | 64:40% |
| E. J. Ringels, Worcester.....       | 6:00      | 66:40  |
| N. J. Madden, South Manchester..... | 3:00      | 63:52  |
| M. J. Eustace, New York City.....   | Scratch   | 61:15  |
| G. C. Merritt.....                  | 3:30      | 64:45½ |
| T. J. Perrault, Malden.....         | 4:30      | 64:45% |
| J. Adams, Springfield.....          | 8:00      | 69:53  |
| J. Luntin, Cambridgeport.....       | 5:00      | 67:40  |
| A. Larson, Orange.....              | 5:00      | 72:35  |
| C. Mock, New York City.....         | Scratch   | 67:39  |
| R. W. Eldridge, South Lincoln.....  | 6:00      | 74:28  |
| Edward Landeran, Worcester.....     | 6:30      | 75:04  |
| T. A. Kingsley, Worcester.....      | 4:30      | 75:05  |
| J. E. Lawson.....                   | 8:00      | 81:28  |

Time prize winners, G. M. Anderson, 58:41; Russell Waid, 58:41 1-5, and H. A. Ellis, 58:43.



## McFARLAND HOPES TO RACE

**Californian Discusses his Suspension and Says Charges are Absolutely False.**

Floyd McFarland, smiling and debonair as of yore, arrived in New York last Saturday from his trip to Australia, during which he accumulated about \$10,000, a suspension for three years by the Council of the League of New South Wales Wheelmen and the world's mile unpaced race record of 1:49, the latter made in a mile handicap contest from scratch. He is very much the same "Big Mac" that has always been such a great favorite with racegoers all over the United States, and his suspension has not appreciably dampened his spirits nor his success swelled his head. He looked the picture of health, and said he had never felt better in his life than at present. McFarland returned to this country with Hardy Downing, who was suspended for one year by the same organization that gave McFarland his sentence. The pair went to visit their homes in San Jose, Cal., for a day or two, after which they went to Salt Lake City, where Downing will race at the Salt Palace track this summer if his suspension is raised. Downing remained in the Mormon capital and McFarland came East to see the National Cycling Association authorities and his partner, Iver Lawson, who is training at the Vailsburg track.

"I have great hopes that I will be able to ride in this country this summer, and am fairly positive that I will be allowed to do so, at least until some formal notice of my suspension is received by the N. C. A.," said McFarland in discussing the sentence imposed on him by the cycling authorities at Sydney. "Mr. Batchelder told me to-day that he had not heard from the secretary of the International Cyclists Union, who lives in France, in regard to my suspension, and that until he had some official notification the N. C. A. would not debar me from competition."

"From what I was told in Melbourne and Sydney before I came back home, I feel very sure that no such notice will be sent out by the combined leagues of Australia. They have five leagues there—the League of Victorian Wheelmen, the League of New South Wales Wheelmen, which suspended Downing and I; the South Australian Wheelmen, the West Australian Wheelmen and another league, the name of which I've forgotten. When a rider is fined by one of the leagues he must pay the fine before he can ride at a track in their district, but cases have happened where men had been fined by one league but were allowed to ride by some of the others without being compelled to pay the fines."

"Unless I had been very sure that the suspension would be raised or changed perhaps

to a fine, I would have stayed right there until the case was settled one way or another. One reason why I am so sure of being able to ride is what I know of the Australian people and the men who run the cycling organizations. I have ridden all over this country, in Canada and in Europe, but I like the crowds in Australia best of all. Here, in this country, they have great crowds at Vailsburg who like to watch bicycle races and who understand the fine points of the game, but Vailsburg is about the only place where the people are 'fans' over the sport like the crowds who go to see baseball games."

"In Australia there are plenty of cities where they turn out to watch bicycle races in numbers that make people here doubt my word when I tell of the thousands that I raced before in the different places 'down under.' And they get interested just like they do at big horse races around New York and Chicago. After a big handicap or an 'international scratch' there, the people throw their hats and canes up in the air until you would think you were at a ball game and the home team had won out in the last inning. The newspapers there have regular cycle departments, and have a lot of gossip about the riders every day, telling of incidents at the tracks and giving the time of the sprints in training."

"Before the associated leagues take formal action on any suspension or anything of that sort, there is a meeting at which representatives of each of the five different leagues are present. As I understand the way they do business in such cases, they must all agree to uphold the suspension before the I. C. U. is notified, which in its turn would notify the National Cycling Association in this country. The five league delegates were to have a meeting on May 30, which is not a holiday there, and I understood that no united action would be taken in support of my suspension."

"My experience with the Australians that I have met makes me very confident that the central governing body in that country will not put me 'on the shelf' for such a period as three years, especially as it would practically amount to a life sentence, as I would not be much use as a racing man after three years of enforced idleness. The spirit of fairness which is so prevalent there, in my opinion, would not sanction such a sentence as I was not allowed a hearing on the charges that were made against me, and, in fact, did not know that there were any charges at all until I read in the newspapers that I had been suspended for three years, along with the six other men, who received terms of from two years to six months."

"The charge that I was in a combination to keep Major Taylor from winning is absolutely false. The Major to the contrary notwithstanding, I took my fair share of the pace in the Sydney Thousand, and it seems to me that the fact that Taylor beat me out in the last sprint is proof enough that I must have taken my share of the pace, or he would not have been able to outsprint me at the end of a mile which was ridden in 1:53 by Corbett, who won the race. I have never seen

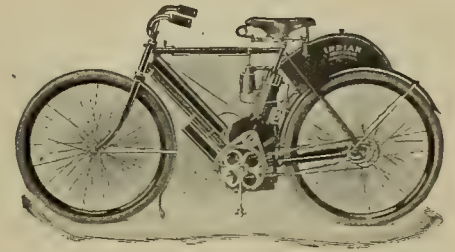
The result of the

## New York Motorcycle Club's Hill Climbing Contest

on Decoration Day furnished the

## SAME OLD STORY—

### Victory for the Indian.



|          |        |
|----------|--------|
| First,   | Indian |
| Third,   | Indian |
| Fourth,  | Indian |
| Fifth,   | Indian |
| Sixth,   | Indian |
| Seventh, | Indian |
| Eighth,  | Indian |

The performances were consistent as the times indicate—1 minute by the winner, 1:14 by the eighth man.

The contest was open to all comers. The Indian was there. The "just-as-goods," the heavy-weight "baby elephants" and the other claimants were conspicuous by their absence or by the beatings they received.

## WHY NOT RIDE A WINNER?

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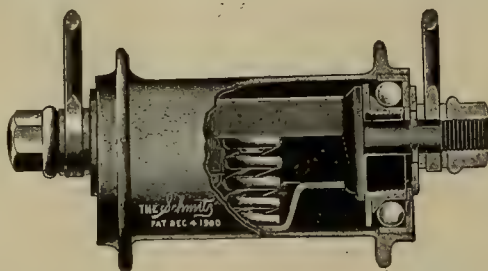
a race yet that was ridden in any such time when the scratch men were anywhere near the limit men, as Taylor and I were, where there was much room for loafing or keeping any one rider back, as it has been said I helped to do.

"One thing that makes me very confident that the suspension will be raised is that I was told to make my arrangements to come back there for the next season's racing. So sure am I that everything will be all right that Lawson and I figure on sailing from San Francisco about September 8, which will be about a week earlier in the month than we sailed last fall. I like the country, even if it does get to 150 in the sun there sometimes, and hope that I will be able to race there again after the outdoor season is over in this country.

"There was one thing about the trouble over the Sydney Thousand that perhaps will be hard for Americans to understand, unless they know how partisan the crowds are in Australia. In Sydney the Major could run any other rider over the top of the bank and the crowd would think it was all right, as he is the popular favorite in that city. In Adelaide they think that anything Lawson does is all right, and they want to see him win all of the races. My stronghold seems to be Melbourne. By the way the people act in those towns you might think we had been born and brought up there, and that everyone in the place was personally acquainted with us.

"When Downing and I left Melbourne, Taylor, Stevens and Fred H. Scheps, who won the last Austral Wheel Race, expected to sail for San Francisco on May 16, and if they did they are due to land at the Golden Gate on June 4. Taylor has talked about retiring from racing, but Scheps and Stevens will most likely come East and race on the N. C. A. circuit and compete in the championships. Scheps is a fine handicap rider, and the Australians think he will be the man to beat Don Walker for the championship of Australia in the near future. I believe myself that he will give a good account of himself even against the best of our men, though I don't know how he would figure in the championships, as they do not go in for that style of racing over there."

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### Big Race for Milwaukee.

Milwaukee is to have a 12-mile road race over the Badger course on June 19, which, it is said, will eclipse all similar events held in that locality for several years. The manufacturers and dealers in that section who are the promoters, have put up a very attractive prize list, which includes eight bicycles and a round trip ticket to the St. Louis World's Fair.

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have always stood for

# The Most Advanced Thought and Most Conscientious Regard for Quality and Comfort.

The Pierce chain bicycle as exploited by Champion Frank L. Kramer has left its impress on the world. The Pierce chainless is a fit compeer. The bevel gear, the cushion frame, the spring fork, the coaster brake, are represented in the highest state of development in Pierce cycles. Examination and comparison will prove the assertion. If you would be proud of your mount, ride a Pierce. Catalog mailed free.

## THE GEORGE N. PIERCE CO.

BUFFALO, N. Y.

BRANCHES: Denver, Colo., and Oakland, Cal.



# “Words of Others Tell the Story.”

---

CHARLES N. ARNOLD,  
Merchandizer  
12 Camp St., Norwalk, Conn.

Norwalk, Conn., May 20th, 1904.

ECLIPSE MACHINE CO.,  
Elmira, N. Y.

Gentlemen:

The “Morrow” Coaster Brake—1904 pattern—which I am now riding is a “flyer” indeed.

I thought the 1903 model left little room open for improvement, but the 1904 pattern is the “Morrow” superlative.

The elimination of all friction when pedaling ahead solves the problem of coaster-brake construction in its entirety.

This feature places the “Morrow” in a distinct class by itself to a greater degree than ever.

I have tried the device under the most unfavorable conditions possible for me to select, and I have nothing but praise to offer in its favor.

It is the freest coaster I have ever seen, and outdistances everything with which I am acquainted. In point of running quality, I consider that it runs as easily as the ordinary plain hub, not the least friction being apparent.

To sum up the situation, none of the good qualities of the 1903 model are lost—they are simply amplified to an amazing degree.

Yours very truly,

C. N. ARNOLD.



# THE TRADE IS WARNED

to buy single tube tires from

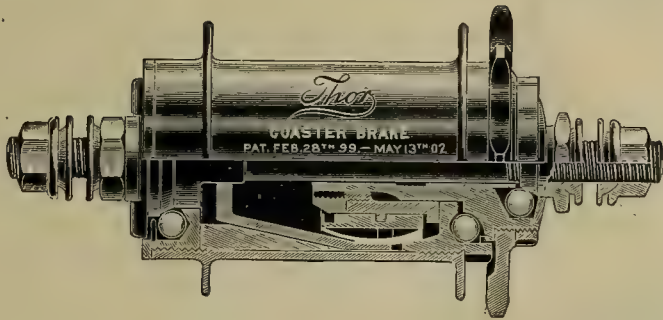
## OUR LICENSEES ONLY

as we shall insist upon our rights under the Tillinghast patent being respected, that patent having been sustained by the United States Court of Appeals.

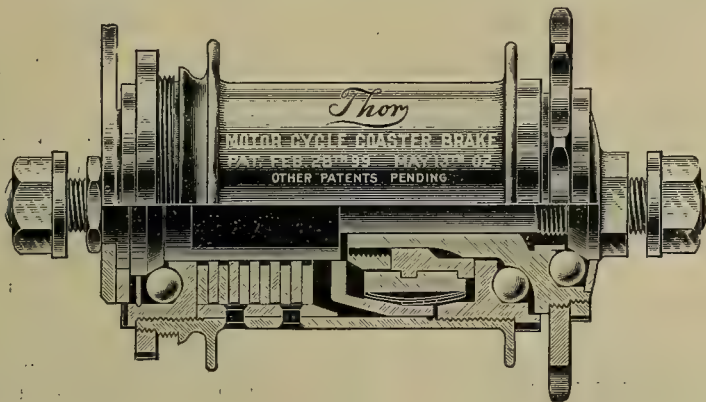
### SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.



# — T H O R —



INSIST ON HAVING  
THE VERY BEST.



AURORA AUTOMATIC MACHINERY CO.  
AURORA, ILL.

New Catalogue, Motor Cycle and Cycle Parts on Request.

## WE MAKE A PRESENT OF A Solid Brass Sign



to every dealer who handles NEVERLEAK and saves the certificates accompanying each dozen 4 ounce tubes. When you have 12, mail them to us and receive the magnificent premium entirely FREE.

This splendid sign measures 12 x 15 inches. It is highly polished and has hand engraved letters filled in with black enamel. It is not a "Cheap John" affair, but just the kind of a sign that gives tone to any store front. See illustration.

You can sell a lot of NEVERLEAK by giving the matter a little attention in the way of instructing your customers to inject it into their tires at once, instead of waiting until a puncture occurs.

If possible, order one gross tubes NEVERLEAK from your jobber at once and get the brass sign immediately, so as to have it at the beginning of the season.

NEVERLEAK is put up as follows: 4 oz. tubes, 4 oz. cans, 8 oz. cans, quarts, half-gallons and gallons.

### \$25.00 REWARD

for information about any dealer or repairman using or handling any preparation for the purpose of sealing punctures or leaks in pneumatic tires in violation of our NEVERLEAK PATENTS.

BUFFALO SPECIALTY MFG. CO., Buffalo, N. Y.

## There is a steady demand from riders for this tire.

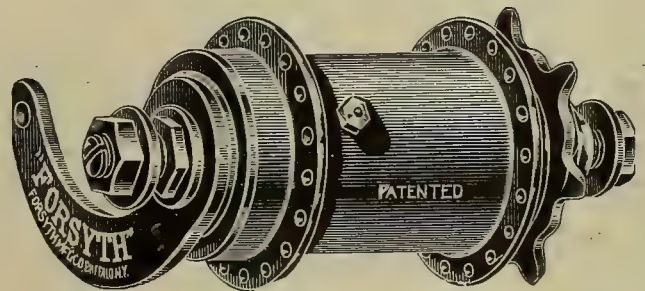


It is an absolute necessity to some riders.  
Most jobbers Catalog it.  
It retails at a good price and is profitable to the dealer.  
It is guaranteed by us.

WRITE FOR PRICES AND A FREE SAMPLE SECTION.

GOODYEAR TIRE & RUBBER CO.,  
AKRON, OHIO.

## When you tell a Rider



that the Coaster Brake you offer him is as adjustable as the bearings of his bicycle you tell him something that appeals to his common sense and that will help make a sale for you. You can say it of but one Coaster Brake—the Forsyth.

Try it! The result may surprise you and decide your Coaster Brake business for the year.

FORSYTH MFG. CO.,  
BUFFALO, N. Y.

SEABROOK BROS., 32-34 Featherstone St., City Road, London, E. C.  
Exclusive sales agents for Great Britain and Continental Europe.



**WANTS AND FOR SALE.**

15 cents per line of seven words, cash with order.

**FOR SALE**—One model 53 Mitchell Motor-cycle, practically new. A bargain. Address **HOOD MFG., CO.**, Back Bay, Boston, Mass.

**FOR SALE**—Good second-hand bicycles. Write, **WM. MCDUGALD**, 357 North State St., Chicago, Ill.

ALL ROADS ARE EASY WHEN THE



## STAR BALL RETAINER

IS USED.

With millions in daily use, it has stood the test for more than five years and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.

## Bicycles and Motorcycles

HIGH-GRADE LEADERS.

**Fowler Manson-Sherman Cycle Mfg. Co.**,  
241 S. Jefferson St., Chicago.

Write for terms.

## Special Stampings FROM SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.

## SPROCKETS.

We supply nearly all  
the best trade.

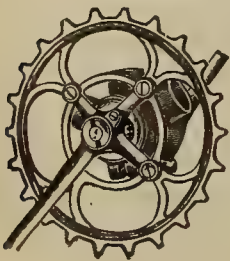
**PARISH & BINGHAM CO.**  
CLEVELAND, OHIO.

## JOHN S. LENG'S SON & CO.

93 Reade Street, NEW YORK,  
CARRY A COMPLETE STOCK OF

**BICYCLES, TIRES, SUNDRIES.**

CAREFUL ATTENTION PAID TO  
**PROMPT SHIPMENT.**



### "D. & J." HANGERS



FOR  
Single,  
Tandem,  
Triplet,  
Quad and  
Motor Cycles.

Lightest, Nearest Dust Proof, and  
Easiest Running Hanger in the World.  
**Park City Mfg. Co., Inc., Chicago**

# HIGH GRADE

wheels must have the  
best equipments.

There is nothing that gives more value for  
the money than the use of the

## MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR  
DUST AND ALWAYS EASY RUNNING.

The only chain having **Frictionless  
Rocker Joints**. Insist on having the  
Morse Twin Roller. Fits regular  
sprockets.

Send for Catalogue and  
Trade Price to

Morse Chain Co., Trumansburg, N. Y.

YOU WILL SAVE MONEY  
AND TROUBLE BY  
ORDERING FROM  
OUR CATALOGUE  
**CYCLE DEALERS** IT'S  
READY NOW  
AND FREE FOR  
THE ASKING  
**JAS STRAUSS & SON**  
BUFFALO, N. Y.

Write for 1904 Catalogue,  
Bicycle and Automobile Supplies  
**THE KELSEY CO.,**  
BUFFALO, N. Y.

## BARGAINS FOR BICYCLE DEALERS

IN  
TIRES, COASTER BRAKES,  
GAS LAMPS, Etc.

Write to-day for complete Catalogue.

**THE E. H. HALL COMPANY (Incorporated),**  
Jobbers Bicycles and Supplies,  
59-65 Exchange St., Rochester, N. Y.

If you are not familiar with the line of

## Liberty Bells

permit us to post you. It will be apt  
to prove profitable.

LIBERTY BELL CO., Bristol, Conn.

**DIAMOND TIRES**  
Mean  
**CERTAIN PROFITS**  
The Diamond Rubber Co.,  
AKRON, OHIO.

### The Week's Patent.

760,720. Coaster Brake. John Zimmerman, Syracuse, N. Y. Filed August 25, 1900. Serial No. 28,002. (No model.)

Claim—1. In a back pedaling brake, the hub, a friction surface thereon, the sprocket, means for locking the sprocket to the hub while driving and releasing therefrom while coasting or back pedaling, a brake ring connected to the sprocket having radial ways, wedging sections fitted to the ways having cam slots on their outer edges, rotating elements arranged in the slots and of larger diameter than their narrower portions, a fixed ring arranged around said brake ring and sections, inclines fitting within said wedging sections, and means for limiting the outward movement of the inclines when the wedging sections are forced toward the centre.

### How to Make a Densimeter.

A home made densimeter is easily made. Weigh the gasoline which is usually used, then get a small and thin float and weight it till it stands upright in the gasoline; then mark the height of the gasoline on it. Thus it will be easily seen whether the gasoline is heavier or lighter than usually used; .700 is about the average weight of gasoline which is sold; the same gasoline will weigh a little more in winter and a little less in summer. The red mark on a densimeter should be below the level of the gasoline of .680 density. For use in the engine, gasoline should not weight more than .720 (maximum winter weight).

## OILERS.

"PERFECT"



25c.

"GEM"



5c.

"LEADER"



10c.

"CROWN"



5c.

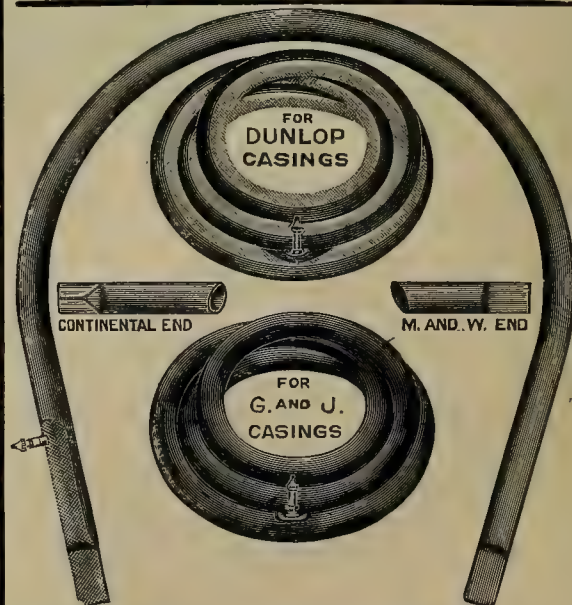
"STAR"



10c.

We make oilers for almost the entire trade. The quality  
of our oilers is unequalled.

CUSHMAN &amp; DENISON MFG. CO., 240-2 W. 23d St., N. Y.



**CONTINENTAL RUBBER WORKS, Erie, Pa.**  
MANUFACTURERS OF  
**Bicycle Tires, Inner Tubes and Sundries**



## Bicycles—Tires—Sundries

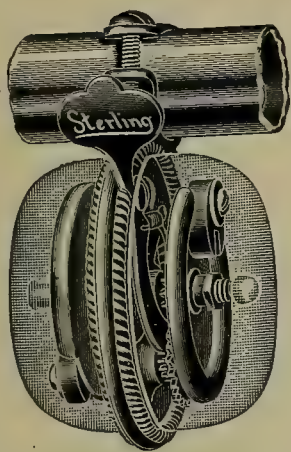


We made our purchases of tires before the prices advanced and are ready to share the benefit with our customers.

The prices on our other goods are also of the interesting sort. May we submit them to you?

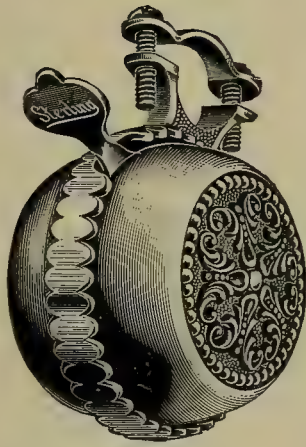
**Boston Cycle & Sundry Co.,**  
48 Hanover St., Boston, Mass.

## STERLING BELLS



FOR

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4



**NOW READY.**

Comprising over one hundred styles and numbers, including Continuous Ringing Chimes without winding, Double Chime Bells, Push Button Bells, etc.

SEND FOR CATALOGUE AND PRICES TO

**N. N. HILL BRASS COMPANY,**  
EASTHAMPTON, CONN.

## 20,000 BICYCLE TIRES

at the old Prices.

**Coaster Brakes All Makes.**  
**4,000 Assorted Saddles.**

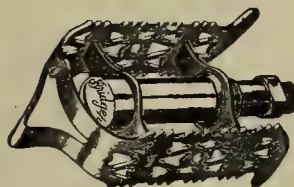
WELL KNOWN MAKES AT HALF PRICES.

Lamps, Bells, Handlebars, Etc., at Eyeopening Prices.

We don't advertise Trade Prices, but will gladly send them with our 120 page Catalogue to all dealers.

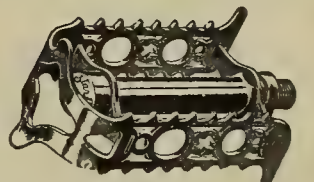
**E. J. WILLIS CO.,**  
8 Park Place, New York.

## B.G.I. PEDALS



FOR

1904



**NOW READY**

These famous Pedals have surely worked their way to the front. What has overcome all competition? B. G. I. QUALITY—which is better than ever in 1904.

**HIGH GRADE BICYCLES REQUIRE HIGH GRADE EQUIPMENT**

Every Maker, Jobber, Dealer and Rider knows that B. G. I. PEDALS are Standard. Use them and avoid explanations.

**THE BRIDGEPORT GUN IMPLEMENT CO.**  
313-317 BROADWAY, NEW YORK CITY.

## "The A.B.C. of Electricity"

will help you understand many things about motors which may now seem hard of understanding.

**108 Pages. 50 Cents Per Copy.**

**THE GOODMAN COMPANY,**  
94 TRIBUNE BUILDING, NEW YORK.

With the quality we give in

## Apex Bicycles

we can't afford to take large space to tell much about it.

When we say that the same jobbers and dealers continue to handle APEX wheels year after year, it may give some intimation of the kind of bicycles we make, and the prices at which we sell them.

Our capacity is fairly large, too. Correspondence invited.

**APEX WHEEL COMPANY,**  
ROCHESTER NEW YORK.



If you have not sent \$1.00 for a subscription to .. **THE MOTORCYCLE MAGAZINE** .. Do it now. It cannot well fail to interest you.

**BOSTON & MAINE R. R.**  
**LOWEST RATES**  
**FAST TRAIN SERVICE**

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**Boston and Chicago,**  
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and all points West, Northwest, Southwest.  
Pullman Parlor or Sleeping Cars on all  
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**D. J. FLANDERS, Gen'l Pass. & Ticket Agt.**  
**BOSTON.**

**THE CYCLIST**  
**TRADE REVIEW**

FOUNDED 1879

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**BRITISH TRADE.**

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**Two Books for Motorcyclists**

An elementary knowledge of  
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making for the fullest measure  
of motorcycle satisfaction.

**"The A B C  
of Electricity"**

will impart this very knowledge.

The book is entirely non-technical and  
can be understood by the man who  
does not know "the first thing" about  
electricity.

Price, 50 Cents.

If you ride or sell,  
or intend to ride or sell  
motor bicycles,

**"Motorcycles  
and  
How to Manage Them"**

is the very book you need.

Every page teaches a lesson. Every illustration  
"speaks a piece."

And there are 126 pages and 41 pictures, too.

Price, \$1.00.

**THE GOODMAN CO., 94-95-96 Tribune Building, New York**

**TO THE LIVE MAN**

interested in cycling who realizes the value of keeping informed  
about all that concerns it this blank will be hint enough:

**THE GOODMAN COMPANY,**  
**124 Tribune Building, New York.**

Enclosed find \$2.00 for which enter my subscription  
to the **BICYCLING WORLD** for one year, commencing  
with the issue of.....

Name.....

Address.....





# G & J TIRES

## PROVED BEST BY TEST.

The Japanese Government recently placed a large order for G & J Bicycle Tires. The decision was given in favor of our Tires as the result of a machine test in which our Tires developed.

## 20 per cent. Greater Strength than any Other Tires.

The best American Tires were represented in the competition.

If you are looking for the best, we have it.

*Our Catalogs and full information will be gladly mailed upon request.*

### G & J TIRE CO.

Indianapolis, Ind.

The same blue sky, the same green fields, the same exhilaration, all await you as of old when again awheel on

# PALMER TIRES



For twelve years these tires have given bicycle riders the greatest degree of Ease, Comfort and Pleasure and today they are still supreme and satisfy the most exacting user.

## THE B. F. GOODRICH COMPANY,

AKRON RUBBER WORKS, AKRON, O.

NEW YORK, 66-68 Reade Street & 1625 Broadway.

CHICAGO, 141 Lake Street.

BOSTON, 157 Summer Street.

PHILADELPHIA, 922 Arch Street.

SAN FRANCISCO, 392 Mission Street.

BUFFALO, 9 W. Huron Street.

DETROIT, 80 E. Congress Street.

DENVER, 1444 Curtis Street.

CLEVELAND, 420 Superior St.

LONDON, E. C. 7 Snow Hill.



# THE REASON WHY

the public remembers the phrase:

**MORGAN & WRIGHT TIRES**  
**ARE GOOD TIRES**

is due to the fact that the tires have **MADE GOOD**. Morgan & Wright tires **ARE** good tires.

**MORGAN & WRIGHT, CHICAGO**

NEW YORK

DAYTON

ST. LOUIS

SAN FRANCISCO

## What is the Value of Goods if You Can't Sell Them?



Riders today demand more variety in bicycles than ever before. To meet this demand the agent must sell bicycles that are chuck full of variety. The special features of construction on "EAGLE" bicycles are strong taking points, and result in sales. They are business getters. If "EAGLE" bicycles are not sold in your town write us for agency.

PRICES AND INFORMATION SENT ON APPLICATION.

THE EAGLE BICYCLE MFG. CO., = Torrington, Conn.



# The Bicycling World

## AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, June 11, 1904.

No. 11

### DALE IS PRESIDENT

#### Head of Parent Company Assumes Charge of Hartford Rubber Works—Other Changes.

At a meeting of the Hartford Rubber Works Company, in the office at Hartford, on Tuesday last, several changes were made in the directorate of the company, the following being the officers elected:

C. H. Dale, president; William Seward, jr., first vice-president; C. H. Hunter, second vice-president; James W. Gilson, secretary and treasurer, and Henry Plows, assistant secretary and treasurer; Ernest Hopkinson, J. D. Anderson and James W. Gilson, directors.

Mr. Dale succeeds Lewis D. Parker, whose retirement from the presidency will prove in the nature of a general surprise. He has been connected with the Hartford Rubber Works for twelve years, and earned for it and its product an enviable reputation. He became the president and general manager of the company when it was sold by the defunct Bicycle Trust to the Rubber Goods Manufacturing Company, of which it is but a unit. Mr. Dale is the head of the parent company and also of the Peerless Rubber Company, another unit, and is one of the ablest rubber men in the universe. Mr. Parker retains identification with the Hartford Rubber Works, and at Tuesday's meeting was voted a month's vacation.

James W. Gilson was previously the secretary of the company, and the repute in which he is held is evidenced by the action of the directors in adding to his duties those of treasurer. Gilson also has been long identified with the Hartford interests, having worked his way up from travelling salesman.

#### Want Los Angeles Dealer Bankrupted.

The Goddard & Allen Company, of Beloit, Wis., and the Brunnette Company, of San Francisco, have filed a petition in the United States District Court at Los Angeles, Cal., asking to have Harry Rush, a bicycle dealer of 113 East Fifth street, Los Angeles, declared a bankrupt. They allege that Rush transferred goods to R. Siebert, the W. H. Hoegee Company and the Appeal Manufacturing Company, with the intention of making them preferred creditors.

### Toledo Trade is Aroused.

In Toledo, Ohio, the dealers have gone to work about organizing and promoting the sport in a thorough and comprehensive way. First the dealers got together in a trade organization, and next launched a club in which the bicycle and the motorcycle users will be united, but will yet form distinct branches, with their own captains and road officers. The club was formed by getting all the dealers to join and to bring in recruits. It started off with fifty members, and there was assurance of its having one hundred members by the time of the second meetings.

It was this club that held a road race on June 4 that was attended by 2,500 people and was a great success.

The trade body is known as the Toledo Bicycle Dealers' Association, and E. P. Hubbell, secretary, treasurer and general manager of the National Cement and Rubber Manufacturing Company there, had much to do with the work of getting it launched. The officers elected were: Ray Samberg, president; E. J. Birkencamp, first vice-president; J. G. Swindeman, second vice-president; J. A. Atwell, secretary; Leo Schoell, treasurer.

The club of comprehensive character was organized under the name of the Toledo Cycle and Motor Club, with the following officers:

E. P. Hubbell, president; F. E. Southard, first vice-president; Ezra Kirk, second vice-president; J. A. Atwell, secretary; F. B. Test, treasurer.

The club has rented the quarters of the Curling Club for the season. The officers for the two divisions of the club will be elected next Tuesday night.

#### Castle Makes a Change.

F. E. Castle, for so many years the travelling luminary of the Twentieth Century Mfg. Co., will leave his old love on July 1 to engage with Gray & Davis, automobile and carriage lamp makers, at Amesbury, Mass. Castle has been so intimately connected with the Twentieth Century interests that his change will cause no small surprise. Few men are better known than Castle. He has made many visits to the Pacific Coast, and also several long trips to Europe, where he has a wide acquaintance also.

### SINGLE TUBE SUES

#### Brings Action Against Continental, Charging Infringement of Tillinghast Patent.

The long expected suit of the Single Tube Automobile and Bicycle Tire Co. against the Continental Rubber Works, Erie, was filed this week in the United States Circuit Court in Boston; it is based, of course, on alleged infringement of the Tillinghast single tube patent, and names as defendants not the Continental Rubber Works, but one of its patrons, the Equitable Distributing Co., of Boston.

It has been known for some little time that action would be instituted against the Continental people, but it was not known just where the lightning would strike; that it struck in Massachusetts will not prove generally surprising, however, as it is the United States court in that State that is most familiar with the points involved; it was the tribunal that so sweepingly upheld the validity of the Tillinghast patent.

It is known that the Single Tube Co. has in preparation another suit for alleged infringement of the patent, but the defendants to be named are comparatively little known, and cut no figure in the high grade trade.

#### Uruguay as a Cycle Market.

The import of cycles into Uruguay shows a healthy growth, these vehicles furnishing the chief pastime for the well-to-do classes. The capital of the State is Montevideo, where, in 1902, 567 machines were imported, of which number 272 came from the United States and 147 from Great Britain, the rest being distributed over many other countries. The look-out for the business is specially good in and about Montevideo, which has an excellent climate and a civilized and prosperous population, more akin to the North Americans than to those of the Southern States. The import duty amounts to 36 per cent of the value of the cycles, plus a 3 per cent landing tax, which increases the cost of a machine considerably.

"Pleasure riding in this community is now being indulged in more than for several years past," writes C. H. Thacker, the wide awake dealer in Cleburne, Texas.



## FAULTS OF THE FACTORY

### Some Things That Rile Agents and Make Two Dissatisfied Customers.

"Here is a case," said a well known dealer, who had a splendid reputation for his honest dealings, "that would disgust any one who aims to do everything possible to uphold the high grade bicycle and to serve his customers so as to give them the utmost satisfaction. I carry but one high grade machine, and the one that I really think is the best bicycle made. It is advertised extensively as such, and the makers have always made the pretense of being one of the most enterprising firms in the market. I have talked and pushed the sale of this bicycle to the limit, and have built up quite a business where none existed before, and where even better results are probable next year. Now the point I want to bring out is this: Here is a wheel (indicating it as he spoke) that was taken out the other day by a very particular man, and one who is an expert mechanic. He wanted absolutely the best that could be had, all the modern improvements, without regard to price.

"After carefully ordering his mount it was duly received, with both the front and the rear fork sides mismated. They forced the wheels away over to one side of the forks, and in order to center them it was necessary to resort to filing out the fork ends. The front wheel I could fix, but the back forks had to be filed to such an extent that they are considerably weakened, and even then I had to tighten the spokes on one side, with the result that the wheels do not now track. This is very unsatisfactory, and I would never have delivered the wheel had not my customer wanted it so badly. I have written several letters to the makers explaining matters and ordered new parts, but get no satisfaction, my letters even remaining unanswered. The predicament I am in is very trying. I have always maintained that the machine is one of the best, and as I value my reputation as a mechanic, I cannot tell this mechanical customer that his wheel is first class, because I know it is not, and he will find it out in time. He is dissatisfied, and I do not blame him. I am sure the material in this bicycle is of the best. Carelessness in assembling and poor workmanship is the trouble.

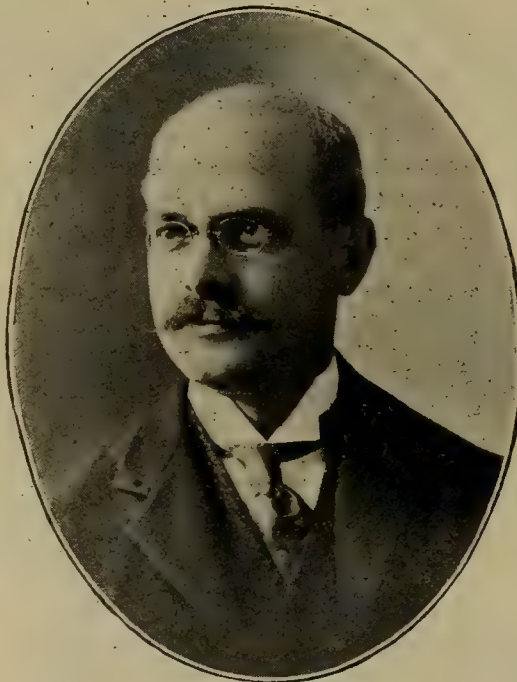
"The other day a similar machine loosened up after a few rides to such an extent that it was clear some of the most important parts had not been sufficiently tightened. I ordered a new rear sprocket not long ago for a coaster brake machine and received one for a fixed gear, and I specifically ordered Morse roller chains for three particular and influential customers who would have no other, and the factory forwarded me chains of another brand. As a result, I had to buy the Morse chains out of my own

pocket, and so I could cite many more examples.

"All this is carelessness on the part of the manufacturer for whom I am the agent and I am in no wise to blame. It has caused me no end of annoyance, expense, and, worst of all, has bred dissatisfied customers. Do you wonder that I have ceased to care whether I never sell another of those wheels?"

### Good Reasons for Good Trade.

Rhinebeck, N. Y., has always been a good cycling town, and there is a spirit in the natives of that place that has never let the interest wane. While cycling was dying out in other places the enthusiasm for it in this



R. L. WINKLEY,  
Manager Pope Publicity Department

Hudson River town was on the increase.

Three reasons are assigned for this condition of affairs by Harry Smillie & Co., of Rhinebeck. They are: First, good roads; second, a preference for high grade wheels; third, legitimate advertising.

On Decoration Day the cyclists of Rhinebeck had a "bicycle frolic," which included a parade, and was a complete success.

### Rochester Wars on Sidewalk Racks.

All bicycle racks were ordered off the streets of Rochester, N. Y., last Saturday, and they are to remain off every Sunday during the summer. Any racks left on the sidewalk from to-night on will be gathered up after midnight and confiscated. The police department claims that the racks are not needed by business houses on Sundays, and that the sidewalks are obstructed by them when a large Sunday crowd is out. Besides, they spoil the appearance of the walk and women's dresses brush them, to the detriment of the dresses. Most business men are willing to obey the order, which was delivered by policemen.

## POPE'S PUBLICITY PRODUCER

### The Man, his Training and his Work and his Continued Loyalty to "the Colonel."

Being a man of the tent rather than of the field, one who sticks pins in the map and plans the campaign down to the last detail, and issues the orders for the execution of his plans, rather than one who leads the charge with sword in hand, the personality behind the great advertising system of the Pope Mfg. Co. is not very widely known. Yet that personality is of need an interesting one.

When Col. Albert A. Pope returned to the head of the company to control the greatest bicycle interests in the country, he decided upon a broad and vigorous advertising campaign. It was necessary to have some one with exceptional ability and also one thoroughly in touch with the colonel's methods and ideas to carry out such a campaign.

The man who answered all the exacting requirements was Robert L. Winkley, Colonel Pope's private secretary at the time, and he was selected to be the manager of the publicity department of the Pope Mfg. Co., over which he now presides, holding a unique position among advertising managers of the day.

Mr. Winkley is one of Boston's sons. He was trained in the public schools of Massachusetts, and fitted for college at Westfield State Normal School, where he had the good fortune to be under the personal supervision of that well known educator, the late John W. Dickinson, who served the commonwealth long and faithfully as secretary of the Board of Education. A strong personal friendship sprang up between teacher and pupil, and an inspiration for thorough work was a part of the result.

In 1875 Mr. Winkley entered Trinity College, where from the first he took a position among the high standing men of his class. He was honored with an election to the Phi Beta Kappa, and was graduated in June, 1879. He spent a number of years in fitting young men for college, and in such kindred work as came within his reach.

In 1892 he joined Colonel Pope's forces in the capacity of confidential man, and from that day to the present he has been in close touch with the colonel's varied interests, a training of unusual breadth and variety.

### Evansville's Big Cycling Population.

Five thousand bicycles have been licensed by the City Controller of Evansville, Ind., during the first five months of the present fiscal year. This is far in excess of the total number of wheels licensed before in any one year in that city. In 1903 there were 3,803 bicycles licensed and in 1902 only 3,777. This year before Patrolman Houghland took up the work of looking after bicycles there had already been licensed more than ever before in an entire year, but since that about two hundred delinquent riders have been brought into line.



## THE MOTORCYCLISTS' MEET

### Attractive Program of Fun, Business and Races Arranged—A Strawberry Incident.

The programme of the annual meet of the Federation of American Motorcyclists at Cambridge, Md., July 8-9, has been completed, and presents an attractiveness that should draw riders to the little Maryland city in numbers sufficient to make the occasion a memorable one. Summarized, it is as follows:

#### THURSDAY, JULY 7.

About 4 p. m.—Arrival of touring section.

About 6 p. m.—Arrival of endurance contest.

#### FRIDAY, JULY 8.

6:30 a. m.—Launch ride and before breakfast swim in the salted Choptank.

12 m.—Oyster and crab roast at Hooper Island, on Chesapeake Bay—30 miles over fine roads and to where they "love even the smell of gasoline."

3 p. m.—Straightaway trials on country road, if in condition.

4 p. m.—Business meeting and annual election, at Phillips Hall.

#### SATURDAY, JULY 9.

7 a. m.—Peaches and cream run.

9:30 a. m.—Annual photograph.

10 a. m.—Run to Cook's Point (18 miles, fine road), location of Harrison Game Preserve and old Colonial home; also swim in Chesapeake Bay.

2:30 p. m.—Race meet at Hambrook Driving Park.

6:30 p. m.—Run to Singer's Vineyard and wine cellar.

The race meet, which will be the first one in this county devoted exclusively to motorcycles, will comprise seven events, as follows:

Two-mile novice, open only to single cylinder machines.

Five-mile handicap.

One-eighth-mile slow race.

Ten-mile team race, teams of three men using single cylinder machines.

Three miles, open only to F. A. M. members using single cylinder machines.

Five-mile pursuit race for single cylinder machines.

One pint gasoline consumption test.

Entries will close July 5 with H. H. Wright, Cambridge, Md.

Hotel Dixon, cheerful and up-to-date, will be the official hostelry and headquarters during the meet; rate, \$2 per day, which includes meals and bath, although the Choptank itself is close by.

The straightaway mile trials constitute a feature in which the Cambridge folk are specially interested, and which they believe will bring the record to their town. There are many miles of level, white, marble-like shell roads, radiating in all directions, and they have selected a stretch of the country road about three miles from Cambridge for the trials; it is as straight as an arrow for

two miles, and with not more than six houses on the entire course. On Sunday last there were a few slight hollows in the road, but it is promised that these will be corrected, and the course was approved with this understanding. The Cambrians will be much disappointed if the two-cylinder Indian, the two-cylinder Hercules and the big Marsh do not put in an appearance.

The track is a half-mile circuit, picturesquely laid out in the open fields and with the woods for a background and overhanging trees as a "roof" for the grandstand. It has a wonderfully hard, smooth surface of tenacious clay, and despite lack of banking miles in 1:42 and 1:45 were reeled off

Wright and Harry Wall, who are the prime movers in the Cambridge event, are fine fellows, and it will not be their fault if all who attend do not have a good time; they are good sportsmen, too. Although they will have their hands full, they nevertheless mean to ride for the honor of Cambridge in the team race. The shell roads will prove an eye-opener for those who have never ridden on them, and with the Cambridge waterfront, the Choptank and the Chesapeake Bay, will scarcely fail to leave pleasant memories with all who attend the meet. The Cambridge hills, however, are jokes, and no man with even a half horsepower machine need fear them. When the boys



COURSE FOR STRAIGHTAWAY MILE TRIALS AT CAMBRIDGE, MD.

without trouble on Sunday; it will be banked in time for the motorcycle meet.

R. G. Betts, president of the F. A. M., spent last Saturday and Sunday in Cambridge, and is full of enthusiasm over the prospects of the meet and its location.

"As nearly as I could judge," he said, "every one of the seven thousand people in Cambridge, including the Mayor, and not excepting the darkies, are keenly interested and are awaiting the meet with pleased expectancy, and from what was told me the country folk for thirty miles around are little, if any, less interested. I question if motorcycles were ever so much talked about. There are one daily and four of five weekly papers published in the city, and they are full of motorcycling, and are sowing seed in almost virgin soil. I attended nearly all the L. A. W. meets, but I never before realized the intrinsic value of holding such affairs in a live little community like Cambridge; it would be a good thing for motorcycling if such meets could be held in such places in every State in the Union. Hubert

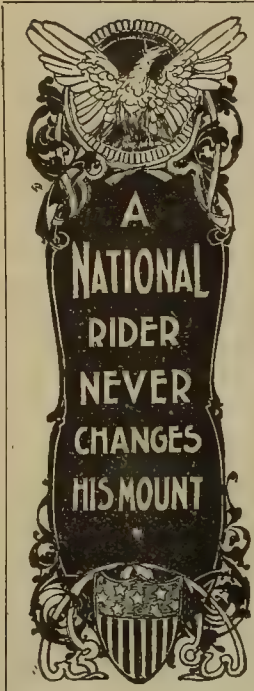
from this part of the country see what the Cambrians call the "Courthouse hill," they'll smile."

Mr. Betts recited a little incident that showed the hospitable nature of the Marylanders.

"We jumped the fence around a strawberry patch—and strawberries are everywhere at this season—and proceeded to help ourselves to the fruit. No one was to be seen at the time, and when a man hove in sight while we were busy gorging ourselves, and he shouted 'Hey, there!' I thought it meant trouble. But it did not. 'Hey, there!' he yelled, 'leave those berries alone; they're sour. Come over here and help yourselves to the good ones.'"

Betts added that there will be no headaches in Cambridge during the meet. It is so sternly prohibition that the strong stuff "is not even squirted under other names from soda fountains," as he expressed it. He was assured, however, that the grape-juice "brewed" at Singer's Vineyard—a visit to which is on the meet programme—is a palate tickler.





## A FEW NATIONAL WINS.

- 1—1st in the race of the United Cycling Clubs of Greater New York.
- 2—1st in the Century Road Club Association Championships.
- 2—1st in the South Western Iowa High School meet.
- 2—1st at Ida Grove, Iowa.

NATIONAL RIDERS WIN WHEREVER THEY RIDE.

One of them says:—"This is the fourth year I have ridden this wheel and would not trade it for a new one of any other make."

Ride a National and  
Become a Winner.

NATIONAL CYCLE MFG. CO.,  
BAY CITY, MICH., U. S. A.

## DEALERS ASK WHY FISK TIRES DO NOT PUNCTURE AS EASILY AS OTHERS.



### BECAUSE

They are made of new rubber and special made fabric, which gives resilience and strength.

Quality is never questioned.

One only, THE BEST.

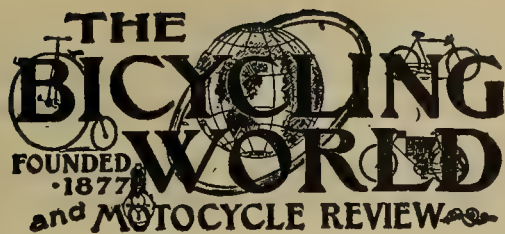
If you want satisfied customers, buy FISK Line of Bicycle, Motor Bicycle, Carriage and Motor, Single or Double Tube.

#### BRANCHES AND REPAIR DEPOTS:

|              |                |               |              |
|--------------|----------------|---------------|--------------|
| BOSTON.      | BUFFALO.       | PHILADELPHIA. | OMAHA.       |
| SPRINGFIELD. | DETROIT.       | WASHINGTON.   | MINNEAPOLIS. |
| NEW YORK.    | CHICAGO.       | TORONTO.      | DENVER.      |
| SYRACUSE.    | SAN FRANCISCO. | ST. LOUIS.    | LOS ANGELES  |
|              |                | LONDON.       |              |

FISK RUBBER COMPANY,  
Chicopee Falls, Mass.





In which is Incorporated  
"The Wheel" and the "American Cyclist."

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**THE GOODMAN COMPANY**

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Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, JUNE 11, 1904.

### Now for Vacation Purchases.

In the good old days, when the dealer's chief anxiety was to keep his stock of machines in such condition that he could make prompt deliveries, he used to check off his selling season somewhat in this fashion:

From the latter part of February or the early part of March, depending on the condition of the weather, until some time in April, the early season business was done. When April had become well advanced, or, at the outside, with the advent of May, the general public, as distinguished from the enthusiasts who, during the winter, lived but for the advent of spring came into the field. During the month of May itself the heaviest business of the year was transacted. June came next, pressing May close, but falling off somewhat toward its end. The decrease would be still greater were it not for the vacation trade, which will be touched upon at more length later. Through July and August the trade tide receded,

while September recorded a slight improvement, due to the return of the vacationists. With October the selling season virtually came to a close.

In those days of prosperity and activity the wideawake dealer always looked forward with unalloyed pleasure to the spurt which business took when the vacation buying began. First there was the purchasing of machines for schoolboys and schoolgirls—big and little—who were deemed worthy of reward. Second, there were the buyers who were going on more or less extended vacations—to the country, the seashore, or even the mountains, and in whose plans a considerable amount of cycling played a prominent part. The latter "saved up" for vacation time, preferring to take a brand new machine with them to getting it a few weeks earlier and having the "new" wear off of it in the meanwhile.

It was the student trade, however, that was the dealer's tid-bit. There was a delightful uncertainty about much of it that added charm to it. For one sale that was known to be reasonably certain of being made when school days drew to a close, there were two or three that were not even dreamed of. The parent or guardian was sometimes the one to choose as well as purchase the machine, at others it was the student himself or herself. Frequently it would happen that the first the dealer knew of his good fortune would be to have a customer drop in and, after looking at a machine or two and asking a few questions, direct a machine to be sent to a designated address.

Not for many years has the prospect, or at least the chance, of making sales of this kind been as good as it is now. There is unquestionably a much greater desire for bicycles on the part of the young people of both sexes. Where they formerly looked with indifference on the unfashionable bicycle, they are now giving that peerless instrument of pleasure and utility a recognition that is tardy, it is true, but none the less deserved. With present prices the circle of possible purchasers is tremendously widened, and if the boys and girls speak up for what they really want there will be a very gratifying trade done in these "vacation" machines within the next two or three weeks.

### The Making of Dissatisfied Customers.

Despite its age and frequent use the precept, "A satisfied customer is the best advertisement" has lost none of its force; nor

has the reverse advertisement, the dissatisfied patron, lost any of his effectiveness. The damage done by his tongue-wagging is not easily estimated.

How these injurious ads. are obtained is made plain by the interview with the dealer quoted in another column. Most of the instances which he cites are by no means rare, and the majority of manufacturers are equally culpable and sustain the greatest injury. While the agent has one dissatisfied customer on his hands, the maker has two—the agent and the rider.

Lapses in assembling and substitutions for specified equipment are prime faults at factories. Usually, but not always, it is possible for agents to remedy the former without other than expenditure of time, but in the case of substitutions, usually not only is delay and friction caused, but to hold his customer or the goodwill of his customer, the dealer is required to purchase out of his own pocket the necessary article or articles which does not leave him in a pleasant state of mind.

The average agent seeks to sell the standard equipment, and when substitutions are specified it is generally due to the insistence of his customer who rightly knows that if he cannot obtain them from one agent he can get them from another. These insistent customers may be "cranks," but it is well to bear in mind always that it is the "crank" who is the most far reaching advertisement for good or for ill.

The fact is too frequently overlooked, particularly at the factory, which does not come in actual contact with him, and which does not sufficiently consider or sympathize with the agent.

### Motorcycle Clubs and Trade Snifflers.

The news that the Providence Motorcycle Club has "petered out" is regrettable but not surprising. It died of the inanition, which afflicted several other half-born clubs of the sort, but its brief existence is of value for the moral it conveys to other organizations in being or borning, and to the trade.

To be of interest a club must be interesting; it is necessary to add that with one exception the motorcycle clubs that have been formed are and have been singularly uninteresting and purposeless. They are wholly unlike the pioneer cycling clubs. The latter were inspired and actuated by the "do something" spirit and were constantly doing something—something which interested or attracted or excited or educated the "great green public" to the practicability and utility



of bicycles and which made the converts that rendered it possible for the clubs themselves to expand and thrive.

The early history of cycling is a history of strenuous activity—of contests and events that created clubs and welded them, and that aroused club spirit, emulation and pride and brought and kept the bicycle in the public eye. It was not until this activity ceased, or almost ceased, that cycling and the cycling clubs languished.

Having attained their full growth, so to speak, these interests may—we used the word advisedly—not now so much require such effort; but to a neglected or misunderstood or little understood infant such as the motor bicycle such effort is as mother's milk or baby food. It must have it if it is not to become a waif or foundling. Too few even of those who manufacture motor bicycles appear to appreciate the depth of this truth.

If it were not for the one exception noted, the New York Motorcycle Club, and more recently the Federation of American Motorcyclists, which grew out of that club, it may fairly be said that not one strong hand has been turned to lift up or do aught for the motor bicycle. It has been left untended and unfed to shift for itself and to grow up as it may. There was not a single holiday during last year on which the New York organization did not promote and conduct a contest or public event of some kind; no two were alike, and all were of studied educational value, which, unfortunately, and as always, is minimized in the great cities where the public is too large to be easily aroused or has too much to interest it, and where publicity is not easily or readily obtained; in such centers things must already have been "made" or attained prominence or sensationalism—a distinction with a small difference—before the press and the public "sits up and takes notice." The New York Motorcycle Club has started this season as it started the preceding one; it inaugurated it on May 30 with a hill climbing contest on an impressive grade, and there is no reason to believe that it will not continue its good work.

But what motorcycling needs and needs badly is a score or two score or more of clubs scattered throughout this broad country and actuated by the New York "do-something" spirit. In these times the clubs must live for more than mere companionship and "good times;" club runs are right and proper, but no club will live and grow and prosper on a steady "diet" of runs. It was an over-

dose of that "diet" that choked the Providence club and that is stunting most of the others. Clubs must reach out and "do things" if they would thrive. They must compel the notice of the press and the public and only by "doing things" can they do so. When this is done and then only do clubs become interesting and useful; they then interest their own members and create and interest and attract others.

It is time this light broke through not only on club officials but on the men who make and the men who sell motorcycles. It is irrefutable that it was publicity that "made" cycling; the lack of publicity went far to unmake it. It was publicity that made automobilizing. It is publicity that will make motorcycling. If motorcycles had obtained one-tenth of the publicity accorded automobiles they would now be selling in the proportion of ten to one. The club—the organization by whatever name, save a trade name—is the natural proselytizing agent, and the public contest the natural medium of publicity.

It is the fashion of most men in the trade to sniff when clubs are mentioned. It is their fashion to advance the "too busy" plea, but we say that when men in the motorcycle trade, whether manufacturing or retail, begin to take a real live interest in their clubs and in their Federation—when they themselves assist in "doing something" toward organizing do-something clubs or helping existing organizations, they will begin to render their sales departments that service which they now require and which money cannot buy.

It is all true, but if it is your fashion to sniff, sniff, and, having sniffed, return to your skepticism and wonderment.

As cycles of time succeed one another the times of cycles come around again periodically. A new generation has begun to ride since the first flush of the boom was born. It is important for all old-timers to remember this. It will not do to take it for granted that "everybody knows all about bicycles." Dealers, race promoters, club proselytizers and advertising men are prone to make this mistake. The time has come when old straw can be threshed to advantage.

A change of diet works wonders for dyspeptics, and many a woman's bicycling dyspepsia could be cured by a change of gear.

If you see a man with a hump on his back he may not be a scorcher for all of that.

## FIXTURES.

June 11—New York Metropole C. C. coasting contest.

June 11—Denver, Col., 25-mile road race.

June 11—Memphis, Tenn., 10-mile road race.

June 11—Buffalo, N. Y., 50-mile motor bicycle race.

June 12—Annual spring century run of the New Jersey Division of the C. R. C. of America.

June 12—Annual spring century run of Bay View Wheelmen, Newark, N. J.

June 15—Oklahoma City, O. T., 30-mile road race.

June 16—Bloomington, Ill., 8-mile road race and track events.

June 19—C. R. C. A. 50-mile road championship of United States and Canada.

June 19—Milwaukee, Wis., 12-mile road race.

July 2-7.—Annual endurance contest Federation of American Motorcyclists.

July 4—Portland, Ore., coasting contest.

July 4—Bloomington, Ill., 14-mile road race.

July 4—San Antonio, Texas, 15-mile road race.

July 8-9.—Annual meet Federation of American Motorcyclists at Cambridge, Md.

July 10—C. R. C. A. 50-mile open road race, Long Island.

July 28—Bloomington, Ill., 8-mile road race.

August 1-6—St. Louis Exposition meet.

August 18—Bloomington, Ill., 20-mile road race.

September 3—London, Eng., World's championships.

September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.

September 8-10—London, Eng., World's championships.

### Sunday Racing at Manhattan Beach.

According to a rumor which has been current for some days, the Manhattan Beach track will be opened on Sunday, June 19, probably with a paced race. The opening card will likely be a three-cornered match race between three of the leading motor pace followers, who will be paced by four horsepower motors, such as are used almost exclusively at the Revere Beach track. P. T. Powers could not be found yesterday, but an attache of his office confirmed the report that there would be Sunday racing at Manhattan Beach.

William Stephenson won the five-mile handicap last Sunday at the weekly meet held by the Montauk Wheelmen on the Merrick Road at Valley Stream, L. I. George Roberts and Arthur Cummings started from the 190-yard mark, but Stephenson and Roberts was second, the time being 14:37 4-5. In the one-mile handicap Stephenson had 15 yards and Cummings 100 yards, the latter winning by a close margin in 2:49; W. B. Dayton was third, from scratch. Oscar Babcock, 160 yards, won the two-mile handicap from Dayton, scratch, in 5:47, Roberts being third from 140 yards.



## ELKES MONUMENT ERECTED

Now in Place at the Grave and Will be Dedicated June 19.

On Sunday, June 19, the monument to that peerless cyclist, the late Harry D. Elkes, will be dedicated at the grave in the Bay Street Cemetery, at Glens Falls, New York.

This is the stone which was purchased with subscriptions raised in New York by the *Bicycling World* and a fund raised in Boston by a race meet at Charles River Park last year. It is the first monument ever erected to a cycle racing man by means of

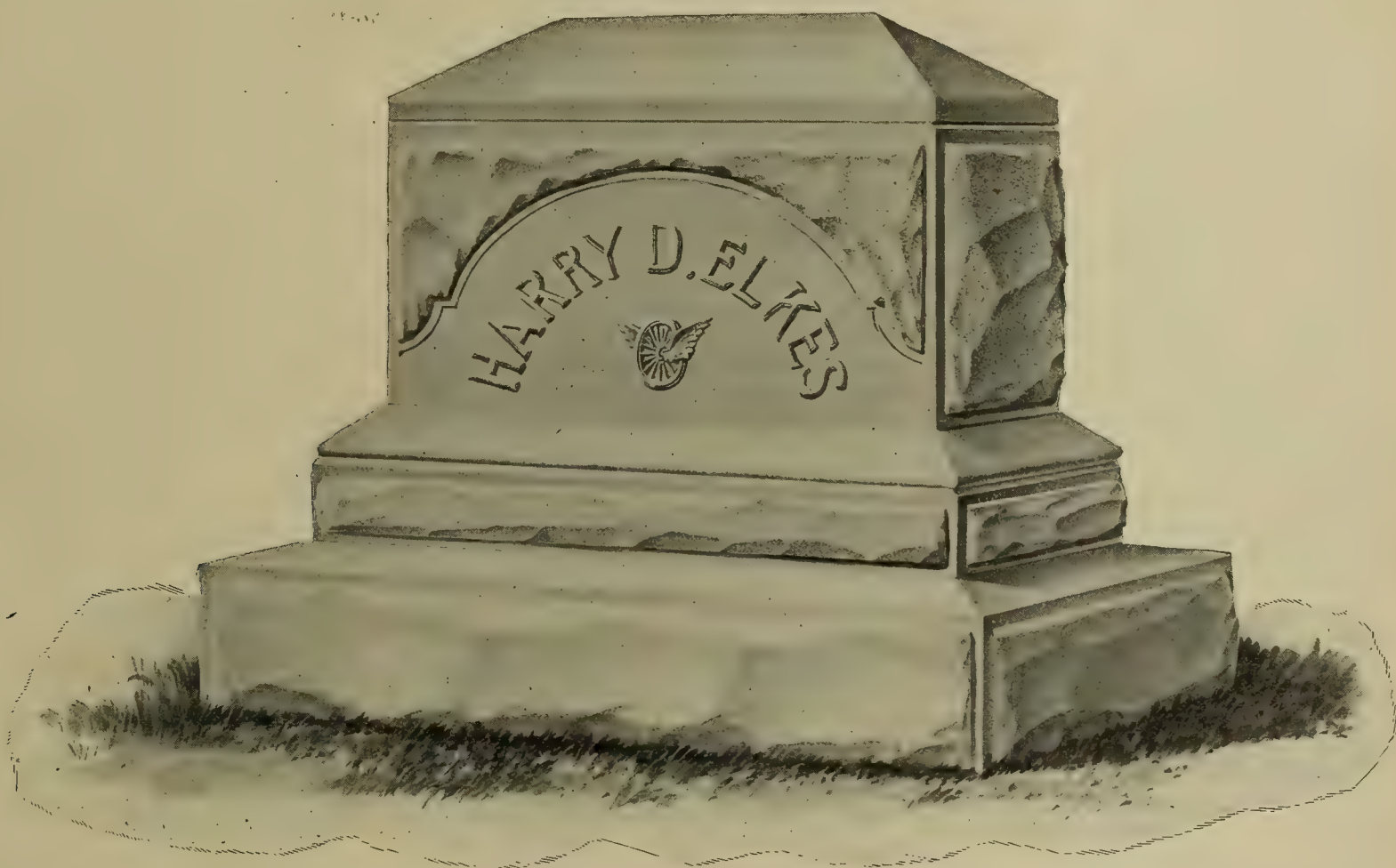
accident the movement was begun in New York by a committee composed of A. G. Batchelder, Arthur N. Jervis, James C. Kennedy, of New York; R. F. Kelsey, Boston; C. R. Klosterman, Baltimore; N. E. Turgeon, Buffalo; Harry Hartley, Jacksonville. This committee requested the *Bicycling World* to announce the movement and be the treasurer of the fund, which it agreed to do. At about the same time a memorial committee was formed in Boston, with J. J. Donovan as chairman, and a benefit meet was held at the Charles River track.

The stone cost \$700, and, while the greater part of this was obtained from the race meet at Boston, the subscriptions received by the *Bicycling World* came as the individual ex-

will carry several hundred Elks and friends.

Saratoga will also send a special train on that day.

The monument was designed by E. T. Tutein, of Everett, Mass., who was present when it was erected to superintend the work. It is designed on the plan of a massive sarcophagus. It is of the best light Barre granite, rock faced and margined with axed washes. It is six feet wide and the same height. The die is four feet through. The whole is of fine cut and clear stock, and is without a flaw or tool mark. It presents a handsome appearance and provokes words of praise from all who see it. The fact that it weighs eight tons gives an idea of its massiveness.



money contributed by the cycling fraternity, and is therefore of especial interest.

Harry Elkes, for several years the bright particular star as a follower of pace, the holder of many records, once a winner of a six-day race, and also a sprint racer of renown, was killed at the Charles River Park track on May 30, 1903, while he was riding in a paced race, and was establishing a string of new records. He fell and was hit by the big pacing machine of one of his competitors, and lived only a few hours.

The personal popularity of this rider, his clean, manly character and the esteem in which he was held by all who knew him inspired the idea of doing that which never had been done before, namely, to raise a fund and erect at his grave a stone, however humble, in testimony of the fraternal feeling of cyclists and the exceptional qualities of the man. A couple of months after the fatal

pression of sentiment from clubmen and unattached cyclists who ride on the roads for pleasure. At the six-day race in Madison Square Garden last winter, Owen Kimble and Eddie Bald did splendid work in raising more than \$100 in small sums from racing men, trainers and various patrons of the sport. All of these contributions have been from time to time acknowledged in the *Bicycling World*.

The monument was completed last week, and was placed at the grave on Thursday, June 2. The grave is in a lot purchased by popular subscriptions from the residents of Glens Falls, which was the home of Elkes.

On Sunday, June 19, when it is dedicated, special trains will run from Albany and other points to Glens Falls. The Albany Lodge of Elks, of which the deceased was a member, will have charge of the ceremony, and will go to Glens Falls by a special train which

On the front of the stone is the name "Harry D. Elkes" and a wheel with outstretched wings. The name is in six-inch, raised, round letters, while the wheel and wings are raised and stand out emblematic of the profession of the deceased. The inscription on the back is in V-shaped, sunken letters. The top line is devoted to the line "Champion Cyclist of the World." Below it are the dates of his birth and death. All else on the stone is this inscription beneath the dates: "Erected by his Boston and New York friends."

Regarding the stone and its arrival at its place the following letter was written, under date of June 2, to the memorial committee by W. Crowlbeck, of Glens Falls, who is the administrator of the estate of the deceased cyclist:

"I am very pleased to be able to tell you that the Harry D. Elkes memorial stone has



arrived, and was this day placed in position. Allow me to say to you that the monument that is erected to his memory is a thing of beauty. In design it is unique, and, although such a high stone, it is very simple. The inscription on the front of the stone could not have been better chosen. Just the name, 'Harry D. Elkes,' but in bold relief on the back of the stone, a great deal is said in a few words, 'The Champion Cyclist of the World,' date of birth and death, with this added: 'Erected by his Boston and New York friends,' which, I believe, means a great deal, for Harry had many true friends all over this country. The workmanship is fine—in fact, a Teberan stone cutter told me that this stone was the finest job he had ever seen come out of Barre, Vt. Boston and New York have reason to feel proud of what they have done out of friendship and admiration for one who mingled among them. Glens Falls also feels proud that she had a chance to show her appreciation of his worth, and with gladness the people of this place raised enough money to purchase a fine lot on which the beautiful monument might rest, and, more, Glens Falls has the honor of having in her cemetery a monument and lot of which any city might be proud. I realize that there has been a great deal of work and worry to bring about such an end, but I am sure it has been a labor of love.

"Allow me to thank you and all those who have had a share in the movement, and I trust that the memory of him for whom this has been done may always be pleasant to them.

"I believe the dedication will take place on Sunday, June 19. Glens Falls will give a hearty welcome to any who may come on that occasion."

#### Wallace, Picturesque Globe Girdler.

A picturesque spectacle is Charles Wallace, a San Francisco cyclist who, as noted in these columns a few weeks ago, is journeying around the world. Accompanied by a dog, he is proceeding in the most leisurely manner, having last week reached Scranton, Pa.

His arrival at the Pennsylvania town caused no little amusement and curiosity. He rode what was an ordinary safety, but which, because of the paraphernalia it carried, presented a unique appearance.

Supported perpendicularly from the handlebars was a large umbrella, so arranged that the rider could open and shut it at will, and so protect himself from the rain or the sun's rays. The handlebars also supported a huge satchel, which looked as though it must weigh at least two hundred pounds. Behind the saddle was strapped another, fully as large.

Wallace put up at a Penn avenue hotel. To the curiously inclined, he said he was touring the world. He appeared to be plentifully supplied with money and gave out the impression it was furnished by a San Francisco paper, to which he send accounts of his travels and his impressions of the different towns he visits. He expects to encircle the globe in a year.

Wallace left the next morning for Wilkes-Barre.

## WILL PROVE TRUE TEST

### Several New and Instructive Features Included in Motorcycle Endurance Test.

One change was made this week in the programme of the Federation of American Motorcyclists' six days endurance contest, July 2-7. In place of the 100 miles paced regularity run, which was scheduled for July 4, a one-quart economy road test has been substituted. This will provide a day of comparative rest after the long, hard ride over the Hudson Valley hills to Albany and return on the two previous days. In the economy test the competitors' tanks will be supplied with a measured quart of gasoline and they will then follow a pacemaker until one by one they drop by the wayside and leave the winner alone in his glory. "Whippers-in" will follow the party to take account of the vanquished as they retire.

The rules that will apply to the starting, stopping and slow speed trials on July 5 are substantially as follows:

**Starting**—Competitors will mount and, at the signal, will pedal and apply motive power; the times will be taken from the word "Go" to the sound of the first explosion, and the operation must continue regularly until the referee orders a halt. Each competitor will be given two trials, and the average time of both will decide the award of points—100 being the maximum for the best average.

**Stopping**—Competitors will follow a pace-maker equipped with speed indicator, and, when a speed of 15 miles per hour is attained will, at the command "Brake," cut off power and apply his brake or brakes and bring his machine to a stop. Awards will be made on the basis of 100 points for the stop in the shortest distance.

**Slow Speed**—Competitors will ride a measured course of 100 yards without pedaling, "racing" of engine, intermittent application of power or release or partial release of compression. The slowest performance will earn 100 points.

In the hill climbing trials the greatest speed will not be sought. A time limit will be set and all who fall below it will be penalized one point for every second or fraction thereof they may fall below it. Riders will be required to maintain upright and not scorching positions.

The day's runs—four in all—from New York to Albany, from Albany to New York, from New York to Wilmington, Del., and from Wilmington to Cambridge, Md., will be scored on the established system of adherence to time tables worked out on a basis of 15 miles per hour. As usual only roadside repairs and adjustments will be permitted. Each night the motor bicycles will be stored in the custody of the referee.

As is generally known in this year's contest three series of awards will be made, for, respectively, those who participate in the

events of the first four days, the last four days, and the entire six days. Competition for the grand prize—the diamond medal—is restricted to the latter class.

The committee in charge is composed of Will R. Pitman, the Eastern member of the F. A. M. Competition Committee; H. J. Wehman, Alpha Motorcycle Club; and R. H. Nickerson, of the New York Motorcycle Club. R. G. Betts, president of the F. A. M., will referee the event, which will be inaugurated on Saturday, July 2, with the run to Albany, via Peekskill, Poughkeepsie, Hudson, etc. The start will be made from the clubrooms of the New York Motorcycle Club, 10 West Sixtieth street, which have been tendered and will be the official headquarters during the week. The Philadelphia Motorcycle Club has also placed its clubrooms, 2513 North Broad street, at the disposal of the F. A. M.

#### Portland Road Race a Rouser.

The annual 21-mile road race at Portland, Ore., on Decoration Day, promoted by the Association of Dealers and Repairmen of that city, proved to be a truly rousing affair. The weather was ideal, and the immense crowd that was present was treated to a surprise of the first magnitude when A. Toelly, of Phillips, Ore., on a Racycle, romped away from all the Portland men and won both first prize and time prize in 1 hour 16 minutes 0.5 seconds from the 2:30 mark. John Bauer, of Portland, with a handicap of 5 minutes, was second in 1 hour 17 minutes 37 seconds; and third place and second time prize was taken by C. P. Osborne, of Portland, a one-minute man, in 1 hour 16 minutes 0.9 seconds.

The summary is as follows:

|                                    | h. m.   | h. m. s. |
|------------------------------------|---------|----------|
| 1—A. Toelly, Phillips, Ore.....    | 2:30    | 1:16:05  |
| 2—Jno. Bauer, Portland.....        | 5:00    | 1:17:37  |
| 3—C. P. Osborne, Portland.....     | 1:00    | 1:16:09  |
| 4—C. Barrell, Portland.....        | 1:00    | 1:16:10  |
| 5—E. G. Riddle, Monmouth, Ore..... | 1:00    | 1:16:11  |
| 6—Glen McFadden, Portland.....     | 3:30    | 1:18:59  |
| 7—T. Frost, Portland.....          | 2:30    | 1:18:10  |
| 8—Fred Wyatt, Portland.....        | Scratch | 1:16:31  |
| 9—Rex Dyer, Portland.....          | Scratch | 1:16:31½ |

A 10-mile motor bicycle race from Gresham to Portland was also a feature of the day, and was won by Blodgett in 20 minutes 40 seconds. Fritz, second, in 22 minutes 38 seconds, and Crawford third.

#### Suggestive Item From Pasadena.

An odd paragraph occurs in the annual report of the chief of police of Pasadena, Cal., which was recently submitted to the City Commissioners. It is both brief and pointed, viz.:

"Number of bicycles found on the streets after 1 o'clock a. m., and returned to their owners, 319."

Looping the loop with a variation has been introduced in England this year. One of the loopers there ends his ride by diving into the sea astride of his bicycle.

Owing to a heavy rain the night before, the road race which was planned for Decoration Day at San Antonio, Tex., was postponed until to-day.



## KRAMER ESCAPES POCKET

**Wins by Narrow Margin of four inches at Vailsburg—Lawson Shows Poorly.**

"Kramer is pocketed!" is a cry that has been heard very seldom the last few years, but such was the case in the concluding lap of the two-mile professional handicap at Vailsburg last Sunday. During the time the three times champion teamed with McFarland and Cooper the pair taught the East Orange man a great deal of track strategy, and he profited so much by their able instruction that he rarely fails to be in a good position near the front when the time comes for the last sprint. Last Sunday's race was a remarkable one, however, and Kramer redeemed himself for his carelessness by making one of the greatest sprints to victory ever seen on a cycle racing track, winning by less than four inches.

Kramer and Lawson were on scratch, Root and Fenn at thirty yards and the Bedell brothers had sixty yards, there being twenty-four starters altogether. Meade, a limit man at 300 yards, took the first lap prize, and George I. Kremer won the second. Al Guery went to the front for the third lap prize and secured a long lead. He kept on and won all of the rest of the lap prizes, though the field was at his heels when the bell rang. Kramer and Lawson were forced to do their best to catch the next man, and Lawson tired so badly that he retired at the end of the first mile. Barring Kramer, Fenn and Lawson, the back markers did not seem willing to do their share of the pacing necessary to catch the limit men, and when Lawson had enough Fenn and Kramer were left very much to their own devices. When they had gone a mile and a quarter Fenn went to the front in a determined manner, and made one of the hardest and fastest rides for three-eighths of a mile that has been witnessed at the track this year. He did so well that when he sat up at the eighth pole, a lap and a half from the end of the race, Kramer and the other back markers were bunched with the limit men. Guery still led at the bell, being followed by Jacobson, Cadwell, Schreiber, Menus Bedell, John Bedell, Root and Dorlon, in the order named.

Kramer had tried to get through on the pole after Fenn sat up, but the usually docile long markers would not give way to the champion, and he seemed hopelessly pocketed when the concluding lap was started. In the rush down the backstretch the Bedells passed Cadwell and Schreiber, and John Bedell was the first man into the straight for home, with Root three lengths behind. Bedell rode wide in the homestretch, and Root went along on the pole. Root rode desperately in his efforts to catch the Lynbrook man, while Menus Bedell and little Dorlon were engaged in a warm argument just behind the Bostonian. Root finally did get on even terms with the older Bedell, even hav-

ing a few inches advantage when they were ten feet from the tape, but Bedell gave a last jump and led Root over the line by six inches.

When John Bedell turned into the stretch for the last time the champion was just getting out of the pocket he had been so securely held in. When Kramer finally had a clear path in front of him he was at least ten lengths behind the flying leader. In order to have room in which to ride, Kramer was forced to keep near the top of the bank. He made jump after jump through the stretch, and flashed over the tape a hand's breadth ahead of Bedell, who had apparently been so sure a winner. Kramer's speed was so great that he was more than a full length ahead of Bedell and Root before they had ridden ten feet past the tape. When the announcement was made to the grandstand that Kramer had won there ensued five minutes of yelling, some of the six thousand spectators calling for Kramer and others for Bedell. There was no doubt that the decision of the judges was correct, as several men who were right at the tape said Kramer had won the race, even though by the scantest of margins. Considering the loafing that the long markers did in the earlier part of the race, the time was very fast. The two miles were ridden in 4:02 2-5, or only two and three-fifths seconds slower than the world's record, held by Kramer.

The "unknown distance" race for the professionals had twenty-two starters, and was concluded at two miles, the distance being determined by a slip drawn from a hat by the referee after the event had started. Kramer and Fenn, Schreiber and Jacobson, Dorlon and Fogler, the Bedells and Root and Hadfield were the announced teams. Fred Burns supplemented his announcement by saying that Root would do the teaming while Hadfield would do the "rooting." As Hadfield had been suspended, it was sure that he could do no teaming. In order to facilitate the start of the race the riders were pushed off the mark in three lines, or "divisions." Dolbear was one of the first division, and he won the first lap prize, Dorlon taking the second. Kramer and Fenn rode up near the front of the procession during the second lap, Root and the Bedells trailing them. Schreiber went out for the third lap and then fell back with the others. Fogler won the prize for the leader at one mile, and kept on until he had won the other three lap prizes. Fenn made no attempt to catch Fogler, but he remained in the lead of the bunch following the Brooklynite. When the pistol shot was fired denoting the last lap Fogler was very little in advance of Fenn. The latter was followed by Kramer, John Bedell, Menus Bedell and Root. Kramer led into the stretch and won with ease by a length and a half from the senior Bedell. Root and Menus Bedell came down the straight together, and the Bostonian seemed to be gaining on the Long Islander when they bumped into each other, and Bedell led over the tape a few inches ahead.

Iver Lawson rode in the "unknown dis-

tance" race, as well as the handicap, but was never near the front, and cut absolutely no figure in the finishing sprint, sitting up in the stretch. He had an argument with Manager Reeves of the Pope company's racing team before the races about a salary check, and refused to come out and ride until ordered to do so by the referee. Just what effect this had on his riding is hard to estimate.

The race for professionals who had not won \$100 at Vailsburg this year was at three-quarters of a mile, and had sixteen starters, George Leander being one of them. Schreiber and Jacobson and Dorlon and Fogler were teamed for the race. Fogler led the first time around, and Jacobson, Schreiber and Cadwell was the order at the bell. The latter pair went into the lead at the eighth pole, and kept their advantage until within twenty feet of the tape. Dorlon came with a great rush on the outside, and won by half a length from Schreiber.

Amateur champion Hurley won the quarter-mile dash, helped somewhat by his putative opponents. Hurley was slow in getting off the mark, and Zanes was the quickest. The latter, however, rode up the bank and waited until the New York Athletic Club rider came along on the pole, when he tacked on behind Billington, who was trailing Hurley. The field rode around to the eighth pole as if starting out for a century run. When Hurley started to sprint none of the others made any particular effort to pass him, and he won easily by a length and a quarter from Billington, Zanes led Lee by half a length for third. Hurley and Billington both rode from scratch in the one-mile "Blue and Gray" handicap, which had been postponed from Decoration Day on account of the rain, but they never were anywhere near the long markers. The race went to W. F. Ivy, an embryo Major Taylor from Boston, who had 160 yards. It required a lot of persuasion before he could be induced to ride the bicycle he won around the track so the crowd could see him. Hurley was shut out in his heat of the regular handicap, but Lee and Billington qualified, Lee from twenty yards. Zanes won from the sixty-yard mark, and Lee finished third. The erratic riding of little Hellbronne in the final heat of the novice almost caused several bad spills, as he rode diagonally up the track in the homestretch as the race was being finished. Luckily none of the novices struck him.

Summaries:

Half-mile novice—Won by William Cour- sen, New York; M. William Messenger, New York, second; Tony De Salvio, New York, third. Time, 1:13 1-5.

One-mile handicap, amateur (postponed from Decoration Day)—Won by W. F. Ivy, Boston (160 yards); A. Schwenke, New York (140 yards), second; Charles De Salvio, Roy W., New York (160 yards), third; Paul Bichette, Pellet team, New York (100 yards), fourth; Joseph Rockowitz, Oregon W., New York (80 yards), fifth. Time, 1:59 2-5.

Quarter-mile open, amateur—Won by Marcus L. Hurley, New-York Athletic Club;



Teddy Billington, National A. C., Vailsburg, second; James Zanes, Newark, third; W. R. Lee, New York, fourth. Time, 0:32 4-5.

One-mile handicap, amateur—Won by James Zanes, Newark (60 yards); Clinton Ayres, Newark (120 yards), second; W. R. Lee, New York (20 yards), third; W. F. Ivy, Boston (180 yards), fourth. Time, 2:03 1-5.

Three-quarter-mile scratch (for professionals who had not won \$100 at Vailsburg this year)—Won by Oliver Dorlon; George C. Schreiber, second; Frank J. Cadwell, third. Time, 1:31 1-5. Lap prize winners: Fogler, 1, and Jacobson, 1.

Unknown distance, open, professional (two miles)—Won by Frank L. Kramer; John Bedell, second; Menus Bedell, third; E. F. Root, fourth; Oliver Dorlon, fifth. Time, 4:14 4-5. Lap prize winners: Fogler, 4; Schreiber, 1; Dolbear, 1, and Dorlon, 1.

Two-mile handicap, professional—Won by Frank L. Kramer (scratch); John Bedell (60 yards), second; E. F. Root (30 yards), third; Oliver Dorlon (120 yards), fourth; Menus Bedell (60 yards), fifth. Time, 4:02 2-5. Lap prize winners: Guery, 5; G. I. Kremer, 1, and Meade, 1.

### California Thief Gets Three Years.

California justice at times deserves to rank with the variety served out in New Jersey. Three years imprisonment in the penitentiary at San Quentin was the sentence passed recently by Superior Justice Torrance, of San Diego, Cal., upon E. A. Williams, a young man of only twenty-one years, who pleaded guilty to the crime of larceny. He confessed to stealing three bicycles.

An effort was made by friends of the young man and by his attorney to have him probationed, but under the circumstances pointing to repeated and deliberate offense the court considered that even a more severe penalty than the light sentence usually imposed was necessary.

### Amateurs Plenty in Boston.

Amateur cycle racing is having a great boom around Boston, in spite of the action of the N. C. A. in whitewashing so many of the men, who, for apparently good and sufficient reasons, were asked to register as professionals last fall. Fields of thirty and forty starters are the rule, rather than the exception, at Boston's two tracks, Charles River Park and Revere Beach, in spite of the fact that most of the meets run at the two tracks so far have been conflicting. The Shoe City Wheelmen, of Brockton, is one of the clubs which has taken up the sport in earnest, the organization being represented by a team of six riders at most of the races held on the two Boston tracks.

"It gives us much pleasure to say that your valued paper is ever a welcome visitor in our office," write Harry Smillie & Co., of Rhinebeck, N. Y.

## WILEY THE STAR AT DETROIT

**Wins Time Prize in Remarkable Time of 1.02.31—Tom Cooper a Contestant.**

Abandoning his racing automobile and declining to act as an official or spectator, Tom Cooper rode from scratch last Saturday in the 25-mile Belle Isle road race at Detroit, the contest having been revived by the Detroit Wheelmen at the instigation of the local dealers. The race had been postponed from Decoration Day, and was over the same course in the island park upon which races with 180 starters had been run by George Hilsendegen when he was one of the largest dealers in the city. There were more than sixty starters last Monday, and of these forty-three finished the race. The postponement enabled the promoting club to secure the entries of George Wiley, second time prize winner at Buffalo, and George A. Beelby and Bruff Olin, winners of first and second time prizes at Grand Rapids. In addition to Cooper, there were many old-timers in the race, some of whom have been road and track racing men since 1893; Al Flath, of Chicago, L. Irving Lutes, Fred Joseph and John Schaffer, all of Detroit, being among the number.

The time prize honors were captured by George Wiley, of Syracuse, who gave Burton Downing such a hard fight for the piano which the San Jose cyclist won at Buffalo on Decoration Day. Wiley made a remarkable ride, and won the \$100 diamond, establishing a new record of 1 hour 2 minutes and 31 seconds for the twenty-five miles. The former record was 1 hour 4 minutes, made by Charles Barthel, of Detroit. The other scratch men besides Wiley were Tom Cooper, J. and F. Streberger, Fred Joseph, Walter Brydon, all of Detroit, and Al Flath, of Chicago. They rode together once around the five-mile circuit, and as they faced the wind at the beginning of the second five miles, Wiley sprinted away from the others. Brydon, who was leading, made a vain effort to catch the Syracuse messenger boy, but had to give up. Then Cooper tried to catch Wiley, but he, too, had to give it up as a hopeless task. At the end of the second lap Wiley had a minute lead over the other honor mark men, and this he increased to more than three minutes at the end of the race. He lost track of the distance and rode an additional five miles after he finished the race, overhauling many more of the tired competitors in his extra five miles. In addition to winning the time prize, the Syracuse rider finished in seventh place. Second and third time honors went to Beelby and Olin, of Grand Rapids, who had 2 minutes handicap, and who finished in tenth and eleventh places. Four of the scratch men, Cooper, Flath, Joseph and Brydon finished together. Joseph had enough speed left to beat out the former track champion, and Brydon led

Flath over the tape. Joseph finished in twenty-first place.

The winner of the race was Adolph Brunke, of Detroit, who started from the limit mark of 10 minutes. Brunke finished almost a minute before any of the others, his time being 1 hour 9 minutes and 25 seconds. It was said that Brunke had trained only two days for the race, but he had been one of the regulars at the old quarter mile board track and this had apparently been overlooked by the handicappers. He and Coles, another 10 minute man, sprinted away from the other limit men, and after nine miles Brunke rode alone. He also rode an additional five miles after he once completed the required distance.

There were a number of falls, but no one was seriously injured. H. Bigelow, of Columbus, Ohio, fell at the upper end of the course, and his arms and chin were badly scraped. The Streberger brothers, scratch men, both fell on the first lap and claimed afterward that Joseph had fouled them, but their protest was dismissed. More than ten thousand spectators lined the course.

Wiley rode a Wolff-American and Brunke was mounted on a National.

### Summary:

| Order of finish. | Rider.                            | Handicap. m. s. | Time. h. m. s. |
|------------------|-----------------------------------|-----------------|----------------|
| 1—               | A. Brunke, Detroit.....           | 10:00           | 1:09:25        |
| 2—               | J. E. Padfield, Detroit.....      | 7:00            | 1:07:45        |
| 3—               | Richard Bagnall, Detroit.....     | 7:00            | 1:07:45½       |
| 4—               | Frank Addison, Detroit.....       | 9:00            | 1:09:45        |
| 5—               | James Coles, Detroit.....         | 10:00           | 1:10:45        |
| 6—               | W. C. Tingle, Detroit.....        | 7:00            | 1:09:35        |
| 7—               | George Wiley, Syracuse.....       | Scratch         | 1:02:31        |
| 8—               | L. Procknor, Detroit.....         | 3:00            | 1:06:00        |
| 9—               | H. Miller, Detroit.....           | 8:00            | 1:10:45        |
| 10—              | Bruff Olin, Grand Rapids.....     | 2:00            | 1:05:10        |
| 11—              | George Beelby, Grand Rapids.....  | 2:00            | 1:05:16        |
| 12—              | F. Miller, Detroit.....           | 9:00            | 1:12:56        |
| 13—              | H. J. Tuibel, Detroit.....        | 9:00            | 1:12:56½       |
| 14—              | F. McManus, Detroit.....          | 8:00            | 1:11:56        |
| 15—              | B. Streberger, Detroit.....       | 6:00            | 1:10:26        |
| 16—              | W. E. Davis, Jackson.....         | 6:00            | 1:10:26½       |
| 17—              | H. Bigelow, Columbus.....         | 4:00            | 1:09:08        |
| 18—              | F. B. Sheer, Detroit.....         | 4:00            | 1:09:08½       |
| 19—              | H. Alder, Detroit.....            | 10:00           | 1:15:08        |
| 20—              | J. Schaffer, Detroit.....         | 4:00            | 1:09:08½       |
| 21—              | F. Fay, Titusville.....           | 3:00            | 1:08:08        |
| 22—              | F. Joseph, Detroit.....           | Scratch         | 1:05:46        |
| 23—              | T. Cooper, Detroit.....           | Scratch         | 1:05:46½       |
| 24—              | W. Bryden, Detroit.....           | Scratch         | 1:05:46½       |
| 25—              | Al Flath, Chicago.....            | Scratch         | 1:05:46½       |
| 26—              | E. T. Ellair, Detroit.....        | 7:00            | 1:13:29        |
| 27—              | N. Tcherhart, Detroit.....        | 10:00           | 1:17:00        |
| 28—              | E. Miller, Detroit.....           | 6:00            | 1:13:21        |
| 29—              | Wm. Marcotte, Wyandotte.....      | 9:00            | 1:17:00        |
| 30—              | E. L. Kellogg, Grand Rapids.....  | 3:00            | 1:13:25        |
| 31—              | W. J. Burman, Jackson.....        | 4:00            | 1:14:25        |
| 32—              | J. Streberger, Detroit.....       | Scratch         | 1:10:46        |
| 33—              | I. Irving Lutes, Detroit.....     | 4:00            | 1:14:46        |
| 34—              | H. Edwards, Detroit.....          | 8:00            | 1:18:46        |
| 35—              | F. Hatzembuhler, Mt. Clemens..... | 6:00            | 1:16:55        |
| 36—              | L. Zwick, Detroit.....            | 3:00            | 1:13:55        |
| 37—              | C. Hogg, Detroit.....             | 8:00            | 1:18:54        |
| 38—              | G. Breckels, Detroit.....         | 10:00           | 1:22:58        |
| 39—              | F. J. Walker, Detroit.....        | 5:00            | 1:19:18        |
| 40—              | F. Streberger, Detroit.....       | Scratch         | 1:16:20        |
| 41—              | E. B. Tyrrell, Detroit.....       | 6:00            | 1:23:50        |
| 42—              | E. Bayne, Detroit.....            | 6:00            | 1:25:20        |
| 43—              | E. Pallister, Detroit.....        | 8:00            | 1:31:20        |
| 44—              | H. Shannon, Detroit.....          | 7:00            | 1:28:20        |

Time prize winners—George Wiley, Syracuse, 1:02:31; Bruff Olin, Grand Rapids, 1:05:10; George A. Beelby, Grand Rapids, 1:05:16; Fred Joseph, Detroit, 1:05:46; Tom Cooper, Detroit, 1:05:46 1-5.

### Maplewoods Won Both Prizes.

The Maplewood Sporting Club, of Maplewood, N. J., won both of the special prizes offered to clubs entering men in the sixteenth annual 25-mile Irvington-Millburn road race. The promoting club, the Bay View Wheelmen of Newark, offered a big silver cup to the club having the most riders in at the finish and a large silk banner to the organization entering the largest number of competitors.



## CHAMPIONSHIP CHANCES.

### "Teaming" Now Constitutes an Important Factor Not Previously Reckoned With.

"From present indications, this year's fight for the N. C. A. sprinting championship will be a 'battle of the teams' such as never has been seen before," was the prediction of an old-time racing man at the Vailsburg track last Sunday. "The warring combinations to which I refer are Kramer and Fenn, Lawson and McFarland, Root and Hadfield, Menus and John Bedell, with the probable addition of Scheps, the Australian, and Stevens. To this list may be added the names of Rutt and Mayer, if the German pair race in this country this year, as they will be forced to combine in self-defense.

"Since 1900 when Major Taylor won the professional championship, team work has become more of a factor every year in determining the ultimate result. In the following year Cooper and McFarland started out at the beginning of the season with the avowed intention of winning the 1901 honors for the Detrouiter. The pair did very well for a time, but Kramer, who had finished second to the Worcester negro in the previous year's struggle, proved a serious stumbling block to the hopes of the pair that Cooper would accumulate the largest number of points on that year's circuit.

"The East Orange rider and former amateur champion was such a formidable opponent that they formed a three-cornered combination, Kramer being taken under the wings of the older and more seasoned, if a trifle less speedy, campaigners. That was the year that Jenkins and Green, the Englishmen, raced on the circuit, and the circuit chasers were joined by Iver Lawson and Jack Green, of England, at Syracuse, on August 1. Lawson and Green had just returned from Australia, where Lawson had won the one-mile Australasian championship. The points in the championship table that year were decided by a series of what were practically match races, there being only two men in the grand semi-finals and two men in the finals. At this style of racing Kramer did very well, and did not need a team mate so badly as he did last year and will this season. Kramer won the championship of 1901 with a total of 80 points, Taylor being second, with 66, and Lawson third, with 50.

"The following year the N. C. A. tried the experiment of having three men in the final heats of the championship races. This did not work very well, for frequently two of them would combine against the third man. Kramer teamed with McFarland during all the year, and the East Orange man made more than twice as many points as Major Taylor, his closest competitor, Taylor's

score was 57 to 128 for Kramer, Lawson being third, with 38 points.

"Last year McFarland took Lawson under his wing as the result of a disagreement with Kramer, and the championship struggle was the most bitter and hardest fought in the history of cycle racing in this country. Not until the last day of the circuit was the question settled, Kramer winning the coveted honor for the third time, with 62 points in his favor and 50 for Lawson, McFarland being third, with 21. Kramer and Fenn did not get together at the start of the season, owing partly to the fact that they rode machines made by rival manufacturers, and consequently their team work did not have the same precision and finish as that of Lawson and McFarland. McFarland and Kramer had had their quarrel in the fall of 1902, and McFarland had taken Lawson to California with him, declaring that the Swede would give Kramer the fight of his life, and the Californian was a true prophet. Last year the four men in the final idea was adopted for the championship races.

"Lawson and McFarland left for Australia late in the day on which the last circuit meet had been run and they fairly swept everything before them in the island continent. Their team work was of great use to them there in open races, though McFarland says that a two-man combination has no show at all in any of the big Australian handicaps. Lawson made a great showing, defeating Taylor twelve times in sixteen races, and McFarland also had the best of the negro in the races in which they met. Lawson had a bad attack of typhoid fever in the fall of 1901, being in a hospital at Salt Lake City for four months, and has declared he had not entirely recovered from its effects until last fall. His riding against Taylor in Australia would seem to confirm his opinion.

"This year Kramer had his plans made very early, and as he and the erstwhile "Boy Wonder" are both employed by the same firm of manufacturers, there can be no possible objection to their teaming. They have done very well so far, the only time their combination failed to work in an open race being the day that Floyd Krebs made his successful steal. Barring that one instance, Kramer has won every open race run here this year, and until McFarland gets into good racing trim they seem likely to keep on winning all of the scratch events, as Lawson has never made Kramer extend himself so far this season.

"When MacFarland rounds into condition and the weather is warm enough for Lawson, they are likely to keep Kramer and Fenn very busy in the championship races, as it would add greatly to Lawson's value as an attraction in Australia if he were able to wrest the championship from Kramer. Despite the fact that Kramer has so far declined to go to Australia and race, they regard him as a great man down there, as they know he has repeatedly defeated both Lawson and Taylor. The latter is almost uni-

versally hailed as the 'world's champion' by the Australians, though it is somewhat hard to understand just why they give premier honors to the negro.

"With the astute Hadfield to tell him what to do, Root is quite likely to slip in between Kramer and Lawson and win some of the firsts in the championship races. The blonde Bostonian has a great burst of speed, as he has recently shown by finishing second and third from almost the last place in both opens and handicaps, and if he acquires more generalship he will prove worthy of continual watchfulness from both Kramer and Lawson. Menus Bedell will not be likely to win many firsts in the championships, as his style of riding is too much like that of his brother. The riders say of the latter that he can 'hang on' no matter how fast the pace may be, but he cannot jump past in the stretch and win many firsts. Just how well the Australian, Scheps, will do against our best sprinters, is a good deal of a conundrum.

"One thing is sure, and that is this season will produce a bitter and hard struggle for the title of N. C. A. professional champion."

### Caldwell Hurt While Training.

Harry Caldwell, the Reading Standard's 50-mile-an-hour crack, met with an accident on the afternoon of May 26, which will keep him off the track for several weeks. Caldwell, behind Carl Ruden, and Leander, behind Frank Hoffman, were making trial spins on the Charles River Park track, and going about 1:08. Leander suddenly went around Caldwell on the jump, there was a crash, and Caldwell went down. Dr. Droyer, of Cambridge, the attending physician, stated that Caldwell's injuries consisted of bruises about the face and arms, and a broken collar bone, and that it would be impossible for him to ride for at least two weeks. Caldwell was a much disappointed man, as he was bent on defeating Leander, Butler and Stinson on the afternoon of May 30 at Charles River. According to a later report, Caldwell will not be able to race again this year.

### Buffalo Motorcycle Race Today.

The race committee of the Buffalo Motorcycle Club decided to postpone the fifty-mile road race to Saturday, June 11, owing to the bad condition of the roads last week. If the course is in such shape that the race can be run with any degree of success to-day, the start will be made from Pine Hill at 2:30 p. m. The steady rain last week converted what was an excellent course into a sea of mud, and it was out of the question to attempt to hold the race last Saturday with any degree of safety to the contestants.

### Howe Takes Over Lowell Track.

F. L. Howe, manager of Robert Walthour last year, has taken over the management of the board track at Lowell, Mass., but had to postpone both of the races scheduled for Decoration Day on account of rain.



**Women Coasters in Metropole Contest.**

For the first time wheelwomen will be permitted to compete in the Metropole Cycling Club's coasting contest, which occurs this afternoon on Lafayette Boulevard, New York. The entries of three of them have already been accepted, viz: Mrs. Harry A. Gliesman, wife of the president of the Tiger Wheelmen, and two of her friends, Mrs. D. McCarthy and Miss V. Hammond.

The tender of the entries at the eleventh hour caused quite some perturbation on the part of the committee that is directing the contest. They held a hasty meeting, and, after earnest discussion, decided that since women participated without question or comment in "mixed" golf and tennis tournaments, and in riding to hounds, they could compete in such a gentle form of competition as a coasting contest without appearing in the least unseemly or indecorous, the coaster brake making it possible for them to glide down hill in perfect safety, and with feet on the pedals.

When the decision was reached it was also agreed to not only accept the three ladies, but to encourage others to compete; to this end post entries will be received. The entry is already a record breaker, eighty-three names being on the list. This year's contest is also of special interest, in that it is in the nature of a "rubber" between the coaster brake and the fixed gear; in 1902 the former won, in 1903 the latter was in first place.

**Springfield Old-Timers' Revival Run.**

Some cyclists of Springfield, Mass., who have not allowed their interest to wane are engaged in an effort to revive interest in bicycle runs, and with this idea in view the Massasoit Cycle Club is arranging a big run for the old-timers to the club's cottage and return on Sunday, June 19. The run will not be for members only, but all the old-timers are invited to join. Motorcycles and automobiles will be barred. C. R. Remillard, George Wing and C. P. Lynn compose the committee in charge. They have posted notices in several places in the city for wheelmen, who intend making the run, to sign in order that an idea may be obtained as to the number who will participate.

The start will be made at 10:30 o'clock, and the route will be over the North End Bridge and through Agawam to the cottage on the river road. The return will be by way of the South End Bridge, the run being about seven miles in length.

The managers of the Revere Cycle Track will limit the field of starters in the thirty-mile paced contest to-night to five men, in order to prevent as much as possible dangerous accidents. Moran will positively be one of the five, while the other four will be selected from among Stinson, Munroe, Sulkins, Keegan and De Guichard. It is possible that Nat Butler will be one of the number, as he hoped to make railroad connections so that he could get back from Atlanta in season to start in this race.

**McCallum Wants Track Honors.**

Having won the Irvington-Millburn, "Irish Lad" E. J. McCallum is now seeking new fields of conquest. He was out training on the Vailsburg board track this week, and is entered for the novice race on Sunday, June 12, and also the five-mile handicap.

McCallum called at the Bicycling World office on Thursday and expressed his appreciation of the pictures taken of him on the Irvington-Millburn course on Decoration Day, only, he said, his modesty was shocked by the picture of him stripped and standing in a tank, which was taken with him unaware of the presence of a camera.

McCallum experienced various vicissitudes during the race which make his victory more remarkable. When making the second turn about the barrel at the Irvington end (twelve and a half miles), he turned too short and lost his balance. He fell from the wheel, but not sprawling, and was quickly on the saddle and off again; one foot, however, slipped out from the rubber band that held it on the pedal, and he rode the rest of the race that way. Going into Millburn the second time (seventeen and a quarter miles), he hit a big dog so hard that the front forks of his wheel were bent back and the frame buckled. He rode it that way the rest of the race. Riding up the "mile hill" from Millburn the last time, his rear tire punctured, and by the time he turned at the Irvington end it was flat, so he finished the race and won it with one foot clip missing, a bent frame and a flat tire.

Spectators along the road are usually generous about giving water and refreshments to the riders. McCallum says he got only one "hand out," which was half a lemon, and that seemed to him like the finest thing that ever happened. While McCallum did not show first at the tape at any of the five-mile stages of the race, he says that he was the second one around the barrel twice, and the third one around the other time.

For his prize McCallum has selected a Pierce bicycle.

**La Crosse has Track Race Revival.**

Thousands of spectators witnessed the races held at the Interstate Fair Grounds in La Crosse, Wis., on Decoration Day. The meet was the first one held in the Wisconsin city for several years, and the attendance was so great that the promoters expect to have another meet there on July 4. The mile open was won by H. Miller in 2:41, John Sherman being second and F. Muth third. J. Sherman won the mile handicap by a narrow margin from H. Miller in 2:39, with F. Muth third. John Sherman won the half-mile open in 1:18, Stone being a good second. The three-mile handicap was also won by Sherman, F. Muth being second and R. Schultz third, the time being 8:14. F. Parker won the half-mile boys' race in 1:29. Otto Gudenschwager rode a half-mile exhibition in 1:05.

**Lawson off for Paris.**

Iver Lawson sailed for Europe on the Deutschland on Thursday afternoon, and will race abroad until the last week in August. Lawson made the trip all alone, as McFarland decided to remain in this country and have a try for the championship on his own account. Soon after the Salt Lake City man arrived in New York from Australia recently he received an offer from a track owner and race meet promoter in Paris for a number of races for himself and McFarland, and it seemed as if both would make the journey, as they would both be great attractions in Europe on account of the decisive way they defeated Major Taylor during their Australian trip.

Lawson will be matched against Walter Rutt, of Germany, who is picked as the coming champion of Europe, and who had been expected to compete on the N. C. A. circuit this year. The many big races in Europe this season and the world's championships at London in September proved too much of an inducement, and Rutt decided to remain where he was. Lawson will be one of the competitors in the Grande Prix de Paris, which is to be run in the French capital the latter part of this month. This race will have a first prize of \$1,600, and he hopes to win the big prize.

**Peck's Second Run Successful.**

"Lon" Peck's second "revival run" and reunion held at Boston last Sunday, was like the turnout of May 1, a grand success. Although lacking the booming and the "free lunch" attraction of the original event, seven hundred wheelmen, many from Waltham, Dedham, Lynn and other nearby places, met and enjoyed themselves under the trees at Jamaica Pond, the rendezvous. The number of ladies present and the many new and up-to-date bicycles in evidence was marked. The weather was not all that might have been desired, however, very hot, and a head wind of such intensity as to make it almost impossible for any one but a hardy cyclist to ride against it.

The success of, and the enthusiasm displayed in these gatherings were so gratifying that Captain Peck, who is the chief cause of it, is now arranging for a mid-summer meet at Atlantic, on Quincy Bay, six miles from Boston, on Saturday afternoon, July 23. Baseball games will be played, field contests and swimming matches will be held, and an effort will be made to induce the yacht clubs in Boston Harbor to take the participants for a sail on their yachts and naphtha launches.

**Utah Rider gets Two Mile Record.**

William N. Samuelson, of Utah, according to a telegram from Salt Lake City, broke the world's record for two miles in a competition race on the Salt Palace saucer track, in that city, last Tuesday night. Samuelson rode the distance in 3:58 4-5, lowering by one second the previous record by Kramer at Vailsburg.



## MORAN'S WINNING STREAK

**Defeats MacLean and Champion at 25 Miles at Revere Beach—Downing Best Amateur.**

James Moran defeated Hugh MacLean and Albert Champion last Saturday night in a 25-mile paced race at the Revere Beach track, in which the me followed four horsepower motors. Moran led throughout the race, and at one time, during the nineteenth mile, he was nine laps ahead of MacLean, his nearest competitor. MacLean gave Moran a hard race for eight miles, but lost his pace when Champion was forced to retire in the ninth mile. While MacLean was regaining his pace, Moran rade furiously, and had five laps advantage over MacLean at the start of the tenth mile. Champion was never in the running, as he rode against the advice of his physician. The Frenchman had abcesses on both legs, reminders of his almost fatal automobile accident last fall, but he persisted in trying to ride against the others. To add to Champion's troubles, his regular machine with 129 gear was smashed just before the race, and he was forced to ride a strange wheel egared to 140.

Moran was paced by Fred White and had the pole; Champion was paced by Robert Schultz, and MacLean, on the outside, followed Charles Turville. Moran had five lengths the best of the start, MacLean being the last man to get under way. Moran gained a lap on Champion in the second mile, and in the fourth mile both MacLean and Moran passed Champion again. At five miles Moran gained another lap on Champion, but he could not gain more than half a lap over MacLean. Champion would have continued in the race longer but for the fact that his motor went wrong in the ninth mile. While he was riding unpaced, there was a mix-up, in which MacLean lost his pace, allowing Moran to gain until he was five laps ahead. In the nineteenth mile MacLean had more trouble with his pace, and Moran gained four more laps over him. Moran lost back to MacLean almost all he had gained during the next mile, for his motor ran out of gasolene, and while it was being filled up MacLean tried his best to get into the lead. Moran was able to keep one lap ahead until the last mile, when he slightly increased his lead, winning by a lap and a quarter.

Burton Downing, of San Jose, Cal., made his first appearance before a Boston crowd and won the ten-mile open in convincing style, but failed to qualify in his heat of the one-mile handicap.

**Summaries:**

Motor paced race, Moran, MacLean and Champion.

| Miles. Leader. | m. s.     |
|----------------|-----------|
| 1—Moran.....   | 1:23 1/2  |
| 2—Moran.....   | 2:44 1/2  |
| 3—Moran.....   | 4:14      |
| 4—Moran.....   | 5:40 1/2  |
| 5—Moran.....   | 7:06 1/2  |
| 6—Moran.....   | 8:31      |
| 7—Moran.....   | 9:54 1/2  |
| 8—Moran.....   | 11:18 1/2 |

|               |           |
|---------------|-----------|
| 9—Moran.....  | 12:46 1/2 |
| 10—Moran..... | 15:47     |
| 12—Moran..... | 17:09 1/2 |
| 13—Moran..... | 18:39 1/2 |
| 14—Moran..... | 20:10     |
| 15—Moran..... | 21:39 1/2 |
| 16—Moran..... | 23:08 1/2 |
| 17—Moran..... | 24:37 1/2 |
| 18—Moran..... | 16:05 1/2 |
| 19—Moran..... | 27:39 1/2 |
| 20—Moran..... | 30:00     |
| 21—Moran..... | 32:34     |
| 22—Moran..... | 33:51 1/2 |
| 23—Moran..... | 35:20     |
| 24—Moran..... | 36:47 1/2 |
| 25—Moran..... | 38:14 1/2 |

One-mile handicap—First heat, won by W. S. Younie (30 yards); A. W. McDonald (20 yards), second; G. Laskey (110 yards), third. 2:07 4-5. Second heat, won by Fred Goyette (45 yards), Matt Downey (20 yards), second; M. J. Gillis (60 yards), third. Time, 2:07 2-5. Third heat, won by P. F. Logan (20 yards), J. A. McNeil (scratch), second; L. A. Stoughton (35 yards), third. Time, 2:10. Final heat, won by G. Laskey, J. A. McNeil, second; P. J. Logan, third. Time 2:05 4-5.

Ten-mile open—Won by Bert Downing; Pat Logan, second; J. A. McNeil, third. Time, 25:42 2-5.

A  
**CHRONIC KICKER**  
IS ALWAYS DIS-  
APPOINTED IN  
**MORGAN & WRIGHT TIRE TAPE**  
IT'S TOO GOOD FOR HIM  
—  
**DOES NOT DRY UP**  
—  
**MORGAN & WRIGHT**  
CHICAGO

NEW YORK BRANCH 214-216 WEST 47TH ST.

### World's Championships Without Kramer.

Frank L. Kramer does not expect to be a competitor in the world's championship sprint races which are scheduled to be run on the Crystal Palace track, in London, on September 3, 8 and 10. According to a report published in an English paper, the American champion had written to the promoters of the championship meet asking for information, and the British paper seems to think that Kramer will be one of the competitors in the championship contests.

"There is nothing in the story," said Kramer last Sunday when he was told of the story in the English paper. "I have not written to the Englishmen, and can hardly see how it would be possible for me to race in London during the first week in September, as the N. C. A. circuit will not be finished in time to allow me to make the trip. From the present outlook I cannot see any possible chance for me to race in London in the world's championships."

## HOODOO AT CHARLES RIVER

**Rain Necessitates Postponement of Seven-Cornered Race—Amateur Handicap Run.**

Rain prevented the one-hour paced race which had been scheduled for Charles River Park track at Cambridge last Tuesday night, but the one-mile amateur handicap was run off before the rain started. Burton Downing, of the Garden City Wheelmen, San José, Cal., started from scratch and qualified for the final by winning the third trial heat. J. A. McNeil also qualified from scratch, but fell during the final heat, which was won by Downing from Stoughton, with a length to spare.

All of the seven men entered for the hour race were at the track, warming up behind the 4-horsepower motors which were to have been used for pacing, when a drizzling rain made the board surface so slippery that the race was postponed until the following night. The men entered were James Moran, W. C. Stinson, Ben Munroe, Louis Mettling, Samuel Sulkins, Patrick Keegan and Basil de Guichard.

**Summary:**

One-mile handicap—First heat—Won by P. F. Logan; Joe Currie, second; M. T. Dove, third; Fred Guyette, fourth. Time, 2:01 1-5.

Second heat—Won by Matt Downey; J. J. McKinnon, second; Carl Limberg, third, and J. A. McNeil, fourth. Time, 2:02 3-5.

Third heat—Won by Burton Downing; A. W. McDonald, second; W. S. Younie, third, and L. A. Stoughton, fourth. Time, 2:04.

Final heat—Won by Burton Downing; L. A. Stoughton, second; Joe Currie, third. Time, 2:08.

### Moran Beats Big Field.

In the much talked of seven-cornered one hour paced race at Charles River Park, Boston, June 9, "Jimmy" Moran proved the winner. He covered 41 2-5 miles in the hour, being paced by a 4 horsepower motor.

The other starters were Will C. Stinson, Sammy Sulkins, Benny Munroe, Basil De Guichard, Patsy Keegan, and Louis Mettling. The last-named withdrew. Stinson had the best of the start, but Moran took the lead in the second mile, gaining steadily to the finish.

The distance ridden by each man was as follows: Moran, 41 miles, 2 laps; Stinson, 39 miles, 2 laps; Sulkins, 39 miles, 1 lap; Munroe, 38 miles, 4 laps; De Guichard, 38 miles, 3 1/4 laps; Keegan, 38 miles, 3 laps.

### Walthour Goes to Europe in August.

Robert Walthour will return to Europe early in August under a contract which should net him nearly \$10,000. Walthour cleared \$5,000 on his spring trip. He will race in America until August, and should make another \$10,000, bringing his season's earnings up to at least \$25,000. Seven years ago Walthour learned to ride a wheel. He took up cycling as a messenger boy in Atlanta, and a year later rode his wheel to Nashville to participate in some races. Today the Southerner is comparatively wealthy, having a comfortable home in Atlanta along with other property and a large bank account.



## The Recent Revival Run at Cleveland, Ohio.

## Good the Bicycle did.

In a discussion of the present status of cycling the Providence Telegram makes the following comment:

"The 'craze' in its height did great things in pushing the good roads movement, and in rejuvenating the country hotels, whose benefits were reaped by the automobile when it became popular. The bicycle is by no means a back number, but it has ceased to be an epidemic."



THE HEAD OF THE LINE; "POP" SKINKLE LEADING.

PART OF THE PARTICIPANTS IN GORDON PARK.

## Bicycle's Reign Undisturbed.

The falsity of the idea that the automobile is taking the place of the bicycle, which was wont to prevail some time ago, and still exists in a few instances, is clearly shown by a few statistics from France, where, perhaps, cycling and automobiling are more popular than in any other country. The tax that is levied on bicycles and automobiles there make it possible to determine the actual number of machines in use, and returns show that in 1903 there were being ridden 1,310,223 bicycles, an increase of 103,481 over the previous year. An average of one bicycle in every thirty inhabitants. The number of automobiles in service is reported to be 19,886, and 19,816 motorcycles are recorded. This shows also the rapid growth of motorcycling.

Why the idea that the automobile is "the thing" and that it takes the place of cycling should occur to any one is difficult to understand. The automobile is the direct outgrowth of the bicycle, and it naturally fol-

lows that it is being developed by men once prominent in cycling. And while automobiling drew largely from the ranks of cyclists, particularly at the beginning, it is doing more now, perhaps, than any other agent in making new cyclists. The pleasures and usefulness of the automobile, motorcycle and bicycle are the same in many respects, and the widespread advertising of the automobile, and the way it is directing the attention of the masses to the pleasure of going into the country can have but one effect on cycling, and that a good effect. Where one man can afford an automobile, there are tens of thousands to whom its first cost and its expense of maintenance are out of the question, and these people naturally turn to the bicycle. The price of it, the small space it occupies, the little attention it requires and the ease with which it can be handled place the bicycle in a field quite unto itself, and it is rightly said, "There has nothing yet been invented to take the place of the bicycle."

## He Wanted Air "Taps."

Now what freak of fiction could be stranger than the scene in a cycle store when the following dialogue took place, and the truth of which can be attested by five persons, including the proprietor of the store:

Countryman—"Do you keep taps for bicycles?"

Clerk (thinking that maybe axle nuts are meant)—"For the front wheel or the rear one?"

Countryman—"For the front wheel?"

Clerk (displaying an assortment of axle nuts)—"How many?"

Countryman (with wondering countenance)—"No, no! I want one to hold the air in."

Clerk (recovering from shock with compressed features)—"You mean valve caps, I guess (showing some), will one of these do?"

Countryman—"I don't know; my machine is a 92 gear; what's right for that?"

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. \*\*\*



# The Power of Pictures

to  
"CATCH THE EYE"

is undeniable. The advertisements in which they are employed are always doubly effective. The moral is plain: Use pictures.

## THESE PICTURES

were designed especially for the use of bicycle dealers.



Cut No. 2.



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Electrotypes—This size, each, . . . 35 cents.  
Two inches in height, . . . 25 cents.

Order by Numbers.

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### Power Exerted by Cyclists.

Now that the great popularity of motor-cycling has rendered the phrase "horse-power" quite a common one, even in cycling circles, it is interesting to recall that about ten years ago a French scientist made some experiments to ascertain the amount of force developed by some of our bicycle cranks during a hard race. He found that cyclists had maintained for two minutes a speed to continue which required the expenditure of energy representing two-thirds of one horsepower. For six seconds they were able to exert the astonishing force of one and a fourth horsepower. One of the discoveries made during the calculation of the force exerted by cyclists is that at high speed the work of a rider in covering a specified distance is as great as that of a man running the same distance. At a moderate speed a runner undergoes three times the labor of a cyclist, but the higher the speed the nearer are the exertions equalized.

### Endorses Bicycles for Police Work.

The use of bicycles for police service is strongly endorsed by Captain Munroe, H. M. Inspector of Constabulary, in Scotland. In recommending their use, he says: "This mode of travelling enables constables to visit their beats oftener and to be visited themselves more frequently by their superior officers. Local authorities should therefore do everything to encourage this useful mode of locomotion either by providing bicycles or giving each officer a sufficient annual allowance for the purchase and upkeep of his own, so long as they are used on duty. The encouragement given to such arrangements by local authorities in counties and burghs has met with excellent results."

### Gowonda's Revivifying Club.

The Eldredge Bicycle Club has been organized at Gowonda, N. Y., to revive interest in bicycling. The following have been elected directors: Charles Malcolm, J. William Redner and William N. Harmon.

The result of the

## New York Motorcycle Club's Hill Climbing Contest

on Decoration Day furnished the

## SAME OLD STORY—

### Victory for the Indian.



|          |        |
|----------|--------|
| First,   | Indian |
| Third,   | Indian |
| Fourth,  | Indian |
| Fifth,   | Indian |
| Sixth,   | Indian |
| Seventh, | Indian |
| Eighth,  | Indian |

The performances were consistent as the times indicate—1 minute by the winner, 1:14 by the eighth man.

The contest was open to all comers. The Indian was there. The "just-as-goods," the heavy-weight "baby elephants" and the other claimants were conspicuous by their absence or by the beatings they received.

WHY NOT RIDE A WINNER?

**HENDEE MFG. CO.,**

SPRINGFIELD, MASS.

Pacific Coast Representatives,

**THE BRUNETTE COMPANY**

461 Mission St.,

San Francisco Cal.

**RIDE A**  
**Cushion**  
**Frame**

**MODEL.**

**The Highest Grade**

**OF BICYCLE CONSTRUCTION AND THE MOST**

**Luxurious**  
**Bicycle Made**

**ALL DEALERS.**



**Showers Enhance Country's Beauties.**

"Let it rain; I'm glad of it," said the deep-dyed enthusiast, as he seated himself on the porch of a rural postoffice to escape a shower that had come up. After blissfully lighting his pipe, he added: "I have toured and ridden out into the country so long now that I have perhaps educated myself into being able to appreciate the beauties of nature at almost any time or any season. While I cannot say just why it is, there is something that I like about a thunder storm and the rain that follows. The country is never so beautiful as after a shower; there is such a fine, refreshing odor, the air is so pure, the fields and trees seem more beautiful than at any other time, and the birds sing more than usual. So long as the road is macadam or gravel, like the one in front of us, there is little to worry about. It will be wet and perhaps somewhat sloppy, but with the chainless and mudguards that is nothing to cause inconvenience. I never mind a rain so long as I am not caught on a dirt road."

**Hearty Support of English Meets.**

The preparations that are made in English towns for the reception of large gatherings of wheelmen reminds one of the old L. A. W. meets that were held in this country in days gone by. In preparing for the great Whitsuntide meets the Richmond Town Council decided that all the gas required for the illumination of the town to welcome the wheelmen would be supplied without charge, and that the Town Hall and Market Hall would be illuminated for the occasion. The Mayor also promised to attend the cyclists service at church on Sunday morning "in state."

**Dublin Thieves' Wholesale Hauls.**

Cases of bicycle thefts have become so numerous in Dublin that recently the House of Commons caused an investigation; this developed that the thieves had been in the habit of riding to the country villages and selling the stolen machines to the policemen.

**The Week's Patent.**

761,446. Inflating pump for pneumatic tires. Nicholas F. Canepa, St. Louis, Mo. Filed May 28, 1903. Serial No. 159,081. (No model.)

Claim.—An inflating pump mechanism for pneumatic tires, comprising the combination with an axle and wheel, having a felly and pneumatic tire, and a valve extending from the tire through the felly; of a pump mounted upon the valve and connected to the spokes of the wheel; the bearing 8 connected to the pump rod; the bearing 9 pivoted to the bearing 8 by the pin 10; the driving rod 11 connected to the bearing 9; the plate 16 having the slot 18 in which the axle is adjustably mounted by means of the nut 20; the eccentric ring 13; the collar 14 screw seated on the ring and forming a groove or bearing in which the plate 16 is rotatably mounted on the bearing 17; the lug 12 extending from the ring 13 to receive the rod 11, substantially as specified.

761,516. Self-contained stand for cycles or motorcycles. William C. Lloyd and Charles R. Townsend, Birmingham, England. Filed December 30, 1903. Serial No. 187,220. (No model.)

Claim.—1. In a portable support for cycles and motorcycles, a three membered frame inclosing the rear portion of the rear wheel and pivoted to the hub thereof, an extension on one of the members above the pivot, a bolt in said extension, a spring on said bolt for pressing the same outwardly, and a segment piece secured to the hub and the frame of the cycle having a segmental slot therein, having enlarged ends, said bolt sliding in said slot and having its head adapted to fit in the enlarged ends whereby it will lock the support in either vertical or horizontal position.

761,535. Sparking plug testing apparatus. James E. Newton, Fall River, Mass. Filed October 21, 1903. Serial No. 177,872. (No model.)

Claim.—1. A portable spark plug testing device, made up of a member having a chamber therein; an inlet valve for said chamber, whereby a pressure, like that under which said spark plug usually operates, may be maintained; and an opening in said member, leading into said chamber, and designed to receive the spark plug, to be tested, within

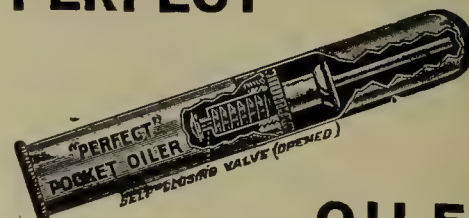
said chamber; a portion of said device being provided with material, capable of transmitting to the operator, light, if any, arising from the sparking of the spark plug within said chamber.

761,577. Coaster brake. Frederick O. Bullis, Rochester, N. Y. Filed March 11, 1901. Serial No. 50,612. (No model.)

Claim.—1. The combination with a hub of a wheel of mechanism comprising: a hollow shaft extending into the hub; an axle extending through the hub and said shaft; a fixed expansible tube surrounding said shaft; cams and rollers that coact with said shaft in expanding this tube, the rollers being within the tube and between it and said shaft; a roller retaining device within said tube to keep the rollers at constant distances apart; and a clutch comprising means to lock said shaft and the hub and the roller retaining device together with the forward motion of said shaft, substantially as described.

**Want to Tax Toledo Cyclists.**

Toledo, Ohio, cyclists will be compelled to pay taxes on their bicycles if the plans of the city council are carried through. Mayor Jones is opposed to taxing the bicycles, but as he is out of the city, the city fathers are planning to pass some revised ordinances during his absence, which will compel the cyclists to contribute a large amount every year to the city treasury. An effort was made to have the new revision drawn up so that it could have been acted upon last Monday night, but the work was so great that the revised ordinance will not be ready until the meeting of the city council on June 13.

**"PERFECT"****OILER.**

For High Grade Bicycles. The best and neatest Oiler in the market. **DOES NOT LEAK.** The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequaled. **Price 25 cents each.**

We make cheaper oilers, also.

Cushman & Denison Mfg. Co., 240-2 W. 23d St., N. Y.



# Every Dog Has His Day!

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# The Bicycling World

## AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, June 18, 1904.

No. 12

### READY FOR THE JOBBERS

**New York Awaits Their Coming Next Week**  
—The Programme of Work and Play.

Indications point to a large attendance at the annual meeting of the National Cycle Trade Association in New York next week, 22d to 24th.

The first day, Wednesday, will be devoted entirely to business, beginning with a meeting of the executive committee at 10 a. m. in the association offices in the Irving Building. At noon will occur a meeting of the active members at the same place, and at 3 p. m. the joint session of the jobbers and manufacturers will convene in the Cosmopolitan Hotel. At this meeting President C. W. Leng of the N. C. T. A. will deliver an address, as also will Messrs. Charles Z. Tryon and F. C. Gilbert. Their respective themes will be "The Artificial in Business" and "Popularizing Bicycle Riding."

Committee meetings will occupy the forenoon and afternoon of Thursday. At 5:30 p. m. the visitors will become the guests of the New York trade at dinner in the Cafe Martin, and later will proceed to the Broadway Theatre to laugh over "The Yankee Consul."

On Friday, the 24th, there will be committee meetings until 4:30 p. m., when the final meeting of the active members will take place. In the evening excursions to Luna Park and Dreamland will help drive away the cares of the day and the preceding days.

Tickets for the various entertainments will be distributed by C. A. Hoagland, No. 113 Chambers street.

### Charges Against Wood Rim Co.

Charges of bad faith and concealment are being made in connection with an across the border embarrassment which came to light only last week. The Boston Wood Rim Co., of Toronto, Canada, is the concern referred to, and a meeting of its creditors has been called.

It is said that the sheriff has been in possession of the premises at No. 43 Hayter street since April 1, and a now interested creditor alleges that no intimation of that fact was given to his firm, from whom sup-

plies were being secured, and that goods were ordered and a note given in payment when the management was really down and out.

The sheriff took possession to satisfy a claim of the Bank of Commerce for \$16,000. The National Trust Co. took control as assignees on May 21. They wish, first of all, to see if it can be sold as a going concern, and they have no desire to close it out.

A stockholder of the company is quoted as saying that he believed the assets would be found to realize almost as much as the liabilities. The latter he placed at \$22,000. He added that the failure was due to declining business, which made it impossible to profitably operate the extensive plant.

### Taylor Tried to Boom his Business.

The practice of scattering tacks and broken glass is one that repair men have frequently been suspected or accused of, but the first case where this was actually proven recently came to light near Birmingham, England. A police constable arrested a repairer named George Taylor, and testified that the road for three hundred or four hundred feet on either side of his shop was strewn with tacks, and that he and several other cyclists picked up as many as could be found. Another witness stated that he had seen Taylor throw the tacks. Taylor emphatically denied the charge, but was given the choice of "40 shillings or one month."

### Buffalo Trade Offers Another Piano.

As a result of the success that attended the 25-mile Buffalo road race, given by the Buffalo Cycle Dealers' Association, on Decoration Day, another event of the same kind has been scheduled for July 4. About forty prizes of the same valuable nature as those given for the last race are being offered; they include a \$600 piano and a Racycle, Pierce, Columbia, Cleveland, Yankee Flyer, Vim, Snell and a number of other bicycles. The time prize will probably be an Indian motorcycle. The entry fee is \$2. D. H. Lewis, 110 Broadway, Buffalo, N. Y., is in charge of the entries.

### May Manufacture Pedals.

According to a current rumor, the Standard Spoke and Nipple Company, Torrington, Conn., is preparing to go extensively into the manufacture of pedals for next season's trade; it has not been possible, however, to reach any one in position to deny or affirm the report.

### NO DECLINE IN GERMANY

**That Country's Export Trade Continues to Expand—First Quarter's Big Increase.**

There is no sign of weakening in the long sustained upward movement in Germany's exports of bicycles and parts. For the first quarter of the current year, according to statistics that have just been published, an increase of 5,200 cwts. is shown, when contrasted with the same period of last year, and twice the business was done, when compared with the corresponding period of 1902.

For the three months, January-March, the exports total 23,100 cwts. (which figures include 20,515 bicycles), valued at £280,850. For the same period of 1903 the figures totaled 17,800 cwts., valued at £245,500, and in 1902 the exports reached 11,772 cwts., valued at £179,150. Denmark, Holland and Italy show the largest, and Austro-Hungary and Switzerland their usual increase. Great Britain has reduced her business 898 cwts. in one year, and France's purchases dropped from 1,114 to 726 cwts., while Russia's loss is represented by 300 cwts.

The export of motorcycles was 424 cwts. (307 machines), valued at £10,600, while for last year the figures were 200 cwts., valued at £5,000 pounds. The imports of these machines appear to indicate that Germany is an excellent market for motorcycles. The increase is from 134 cwts., valued at £3,000 last year, to 336 cwts., valued at £7,550 this year, Belgium has doubled its share in one year, and imported 174 cwts., or more than half the total.

The following table gives a review of the German export trade in cycles:

|                       | January-March. |       |       |
|-----------------------|----------------|-------|-------|
|                       | 1904.          | 1903. | 1902. |
|                       | cwts.          | cwts. | cwts. |
| Great Britain.....    | 1,218          | 2,116 | 1,396 |
| Belgium .....         | 1,900          | 1,168 | 732   |
| Denmark .....         | 4,942          | 2,756 | 1,716 |
| France .....          | 726            | 1,114 | 782   |
| Italy .....           | 2,338          | 1,216 | 456   |
| Holland .....         | 4,418          | 2,936 | 2,212 |
| Norway .....          | 26             | 68    | 60    |
| Austria-Hungary ..... | 2,236          | 1,788 | 1,592 |
| Roumania .....        | 112            | 80    | 40    |
| Russia .....          | 1,444          | 1,748 | 906   |
| Sweden .....          | 284            | 170   | 250   |
| Switzerland .....     | 1,840          | 1,478 | 1,030 |
| South Africa .....    | 82             | 272   | 126   |
| British India .....   | 78             | 82    | 68    |
| Japan .....           | 254            | 56    | 2     |



## SALESMAN'S SUPERIORITY

**Being on the Ground He has a Decided Advantage—Features to Point Out.**

There is something that does the soul good in the vigorous, straightforward talk in the circular letter of the Pope Mfg. Co., entitled "A Sale in Sight." This is one of the many clever things put out from the Western department, and following are liberal quotations from it:

Many people depend upon a catalogue to take the place of a salesman, and a few people succeed in securing some business by means of a catalogue without the aid of a salesman; but more people get a larger business by employing both. Every merchant is a salesman on a large scale.

A catalogue represents the article for sale. It gives a picture of it and a description. The article itself will create a more favorable impression, and if a live man has the real article before a prospective customer and will talk about it intelligently, his chances of making a sale are ten to one against the catalogue. The only reason the mail order houses are encroaching upon the field of the local merchant is because the up-to-date mail order house is on the alert for names of people in the vicinity of the local merchant, and when once secured they never let up in sending that person literature until they get an order, and even then they keep right after him for another order. And they get the orders. "Keeping everlastingly at it brings success."

Isn't it reasonable to believe that if the local merchant adopts the same tactics he will succeed? He has the advantage, as he is right on the ground and can secure a personal interview,—an opportunity to display the power of one's personality, half the battle in making sales. We will supply the catalogues and the right goods if you will supply the salesmanship, otherwise known as business ability.

But then you may say: "You do not furnish an article that sells at a low price, and the people want something cheap." That's right. Some of them do, and they are getting it in the so-called cheap bicycle, and most of them wonder why it doesn't last longer and why it must be in the repair shop so often. That's just where we want you to co-operate with us. We want you to tell them why. Use the arguments presented in our catalogue and show them why it pays in the end to buy a good bicycle. It costs a little more to build, a little more to market, and therefore a little more to the retail purchaser; but he gets more for his money and the bicycle lasts longer, runs easier and gives better satisfaction in every way.

A tailor-made suit of clothes costs a little more than a "ready-made," but if the former is made by a reputable firm it fits bet-

ter, is made better, and lasts enough longer to pay for the extra price.

In a bicycle there is a difference between bare metal; there is a difference between nickeling on copper and nickeling on the bare steel; there is a difference between Sanderson tool steel bearings and the ordinary kind; there is a difference between a high-class forging and a cheap stamping; there is a difference between high carbon steel tubing and cheaply made brazed tubing; there is a difference between a specially selected frame with four coats of the finest enamel, the frame being hand rubbed between each operation, and the ordinary enamel with no special process; there is a difference between a hub turned from the solid bar of the finest steel and the flimsy hub made from a cheaply stamped flat steel; and there are a hundred other differences between a good bicycle and a poor bicycle.

And yet there are those who tell us that the people are not interested in these things. Not interested? They don't know. It should be the business of the dealer, as well as our business, to tell them the difference. Of course they will ask for a cheap bicycle. That's because they haven't learned the difference. Our catalogue shows what a good bicycle is. Won't you read it carefully and tell everyone coming into your store the difference between a good bicycle and a poor one?

We know of a town where there are four dealers. Three of them told our salesman they couldn't sell anything but a cheap bicycle, and that's all they sold. They didn't try to sell anything better, simply sold what the people asked for. The fourth dealer ordered a few \$40 chain models and several chainless. The other dealers told him he was crazy; but he knew better. He told the people he didn't sell a bicycle for less than \$40, because he couldn't afford to; said he could furnish a cheap bicycle (he had just one sample), but said they wouldn't be as well satisfied in a year as with the better bicycle, and told them the difference between a good bicycle and a poor one, and then he would lead up the chainless. He talked chainless all the time, and he did more business in dollars and cents than all the other dealers combined, and he made more profit. High grade bicycles and a wide awake merchant is a good combination and a money making proposition.

### Denver Dealers Organize Club.

Denver tradesmen have taken a step in the right direction and formed a club under the name of the Denver Cycle Club. Tom Botherill, manager of the local branch of the G. N. Pierce Company, was elected president; George Gouger, of Gouger & Todd was elected vice-president, and J. A. Payment was made secretary and treasurer. The club made its start with a membership of forty at the first meeting, and this number will be largely increased at the next few meetings. One of the objects of the organization is the promoting of regular race meets, and they will also hold regular runs to surrounding towns.

## SOME SADDLE LOGIC

**Upon Its Selection Depends the Rider's Comfort and Pleasure—Weight and Price.**

"In all probability no other portion of his equipment exercises a greater influence on a rider's comfort and cycling pleasure than does the saddle," says the Scottish Cyclist.

"This is perhaps not so pronounced today as it once was, since we have got very near to perfection in saddle form and construction for the average being; but it is sufficiently observable to point to the folly of endeavoring to save a shilling or so in its price or an ounce or two in its weight. It is in the latter circumstance more often than the former that mistakes are made.

"A light saddle is invariably a rigid one. Only in the most expensive patterns can ease and comfort be allied to lightness, and when the analysis of propulsive effort is made the difference of a pound weight in the saddle is not likely to be disclosed as such to the average rider. In point of fact, the heavier saddle will generally produce the easier running effect, since the rider is not upset by road concussions or his pace interrupted by bumps and jars, which the more luxurious type of seat absorbs.

In considering the weight question, therefore, do not sacrifice your saddle. This can only be done at the expense of your tires. That is to say, a light and rigid saddle will entail the use of soft tires if the going is rough, certainly much softer than will be possible with the same comfort if an easy saddle is used. And flabby tires mean loss of power, particularly uphill, so that there is no real saving in effort by adopting a light and rigid saddle. In the matter of price, it is only necessary to warn riders to avoid a cheap saddle. It may look as well as the other, but under pressure of use it will develop discomforts and failings which will probably entail a fresh saddle purchase, so that the initial economy results in an eventually heavier expenditure.

"There is no portion of a cycle about which so much justifiable diversity of opinion exists. Saddles seem to follow the boot line in this matter. What suits one is discarded as uncomfortable to another. And, further, the saddle which is the acme of perfection at one period of our cycling career may cease to charm as we grow older and more, or less, sensitive to vibration. More has probably been written on the saddle than on any other portion of the cycle, and if of late years this has not been so pronounced as it used to be, the circumstance is probably accounted for by the fact that novices do not attempt such long rides now as then.

"Many a cyclist to-day goes through a season with nothing longer than a twenty or thirty mile spin, entailing, perhaps, an hour's continuous pedalling. It is when the saddle is used uninterruptedly for a couple of hours at least, at a good pace, that its capacity to



irritate becomes known. Then a rider begins to discover that he thrusts more than one leg, and that that unevenness induces a saddle friction which is best met by a slight cant to that side of the machine. Then, too, he may find that even when the going has been fairly level his wrists have become painful. This indicates that he has been leaning too much on them, and if his handlebar is at a correct height his saddle requires so much more tilt up in front as to take more of the weight of his body off the handlebars. If, on the other hand, he does not get as much power out when going uphill as he ought to, it is probable that his saddle peak is tilted too much—if it is not also too far behind the crank axle line. There is a lot to be appreciated in and concerning a saddle, but the main points are: Don't buy a cheap one, and don't ride a light one merely to save weight."

#### An Obliging Dealer's Notable Ride.

Without studied intention, George B. Pieper, the Indian agent in Brooklyn, N. Y., on Wednesday put the motor bicycle to a splendid test, and emphasized strongly its admirable and ready adaptability; the incident showed also a willingness to oblige a customer that is not usual. The customer in question was a youth of seventeen, who had purchased his machine but two weeks previously. He was anxious to ride it to his parents' summer home in Connecticut, but his father feared to let him make the—some—long journey alone. When the fact was remarked to Pieper, the latter promptly volunteered to accompany the young man.

They set out from Brooklyn at 4:30 o'clock Wednesday morning and rode until 7:30 before Long Island was sufficiently awake to enable them to obtain breakfast. They reached Greenport before noon, and there Pieper left his charge to board the boat, and after dinner undertook the return journey. He reached his place of business on Bedford avenue, in Brooklyn, shortly before 7:30 that evening, having covered 216 miles, including the stops for meals and gasoline, in less than fifteen hours.

Pieper went via the abandoned Eastport-Riverhead cycle path, and recommends that narrow eight-mile trail through the woods to all who seek adventure or excitement. On the grades the sand has washed into gullies and ridges, and on the levels, where the path is harder and winds in real serpentine fashion, it has become so overgrown with bushes that in many places it was necessary to charge at them head down and at a smart pace in order to force an opening. Once the tangled wildwood swept Pieper's young companion out of his saddle and left him sprawling on the ground.

#### Walthour Defeats Champion at Atlanta.

Robert Walthour defeated Albert Champion in a 20-mile motor paced race last Tuesday night at the Stadium track in Atlanta. The time was 27 minutes 30 seconds.

## ARRIVES FROM AUSTRALIA

### Scheps Comes Over and is Promptly Signed for Rambler Team—His Career.

Fred H. Scheps, of Adelaide, South Australia, winner of the last Austral Wheel Race, arrived in New York last Wednesday night, and on Thursday signed a contract with Manager Alfred Reeves of the Pope company's racing team to race on the N. C. A. circuit as a member of the Rambler team. Scheps,



FRED H. SCHEPS.

with Orlando Stevens and W. ("Pedaller") Palmer, of Australia, sailed from Sydney on the steamer Ventura on May 16. The trio went from San Francisco to Salt Lake, where Scheps stayed over for six hours, Stevens and Palmer remaining there, as they will race at the Salt Palace track all summer.

Scheps is a fine, strong looking young man, having been born in Coburg-Gotha twenty-one years ago. He has lived in Adelaide so long that he has no German accent. He is 5 feet 8 inches tall, and weighs 172 pounds at present, though he is lighter when in racing condition. He wears on his watch chain a heavy gold medal which he won by finishing first in a ten-mile road race at Adelaide on April 12, 1902. "I rode a bit on the road before taking up track racing, y'know," he explained when asked about the medal. He

started in the twenty seconds division, and rode for eight miles by himself before catching the limit men, who had been allowed three minutes handicap.

He had ridden a track race before the road race, winning the Maiden Plate at Adelaide on October 11, 1901, after which he did very little racing for nearly a year. On October 2, 1902, he raced at Broken Hill, N. S. W., and won the Eight Hour Wheel Race, a two-mile handicap, from the 100-yard mark. The same day he also finished second in a mile handicap. On November 12, 1902, he won the big Sydney Wheel Race, a mile handicap, in which he had 100 yards, in 1:54, and he also won the Ellegaard Handicap, of half a mile from the fifty-yard mark, in 0:57. The first prize in the Sydney Wheel Race was £100.

The Austral Wheel Race final heat was run on December 12, 1903, at Melbourne, and Scheps had 160 yards handicap. The race was two miles, and Scheps won the first prize of £450, in 4:27, which was fair time for the grass track over which the race was run. The same day he won the Victoria mile handicap from the eighty-yard mark. The betting was 8 to 1 against him in the Austral Wheel Race, and a few well posted riders won a great deal of money by his victory.

On April 4, Easter Monday, Scheps, succeeded in doing what no other Australian rider had done that season—he defeated Major Taylor in a scratch race. In the one-mile International Scratch race Scheps was first, Taylor second and Farley third. On April 27, at Melbourne, Scheps won the Eight Hours Plate, a mile handicap, from the twenty-yard mark, in 2:02 3-5. His record for the season showed seven first prizes, one second and nine thirds. His winnings for races held on the circuit were £563, the only rider to win more money than Scheps being O'Brien, who received £750 as first prize in the Sydney Thousand. Scheps won just £4 more than his friend, Floyd A. McFarland.

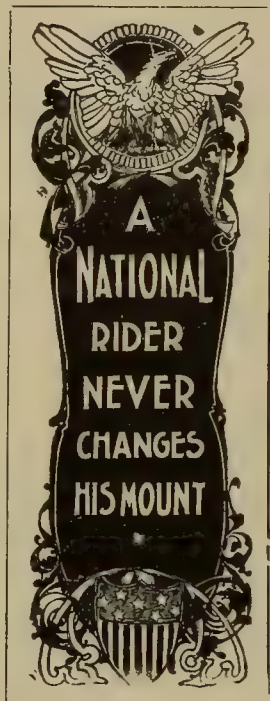
He will train at Manhattan Beach in company with McFarland, and has already been matched to race Floyd Krebs at Vailsburg on June 26 in a half-mile race, best two in three heats. Scheps hopes to give a good account of himself against the Newark "Flying Dutchman," who is the only rider who has defeated champion Kramer in an open race this year. He has always shown to better advantage as a handicap rider, as can be seen from the fact that in two years the handicappers have put him back almost to scratch in place of allowing him almost the limit mark. He and McFarland expect to sail for Australia on the Sierra, which sails from San Francisco on September 8.

#### Bardgett Comes Back.

Walter Bardgett, who has been racing in Europe since the early part of the year, returned to New York last Tuesday. He arrived on the steamer Rotterdam, of the Holland line. Bardgett did well until he had a bad fall two months ago, which put him out of the running for some time. He will be one of the competitors on the N. C. A. circuit.



# WHEREVER THEY ARE RIDDEN THEY WIN



"Dunedin, New Zealand, May 20th, 1904.

"Dunedin road race won by Melville on a National against a large field."

**NATIONAL CYCLE MFG. CO.,**  
BAY CITY, MICH, U. S.A.

Makers of Bicycles  
for Winners.

## DEALERS ASK WHY FISK TIRES DO NOT PUNCTURE AS EASILY AS OTHERS.



### BECAUSE

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Quality is never questioned.

One only, THE BEST.

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TORONTO,  
ST. LOUIS,  
LONDON.

OMAHA,  
MINNEAPOLIS,  
DENVER,  
LOS ANGELES.

**FISK RUBBER COMPANY,**  
Chicopee Falls, Mass.



# THE BICYCLING WORLD

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and MOTORCYCLE REVIEW

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, JUNE 18, 1904.

## Cause for Protest.

There are some associations that have earned for themselves the reputation of being "chronic kicker." They are forever protesting in the halls of legislation. They seem not to want things so much as they want to prevent any change from being made. Such a reputation is not an enviable one, and cyclists do well to avoid it. Cyclists however, never have earned this reputation. At present the fault of the cycling organizations is that they do not protest enough. They are not sufficiently alert and watchful of the best interests of themselves and other road users.

A situation is now at hand in New York City in which the cycling organizations should go to the front stoutly with their protest. This is the proposed plan to change the thirty foot roadway of the Boulevard Lafayette to a seventy foot roadway, and to devote the added forty feet of width to the exclusive use of equestrians. The

proposition is on the face of it so absurd that it is hard to believe that it has been seriously contemplated, yet there is good reason to believe that while the original plan calls only for the widening of a stretch seven blocks long, there is an ulterior purpose to extend the ridiculous plan along the whole length of the boulevard.

Forty feet of a road for the small number who ride saddle horses and the rest of the roadway, only thirty feet, for bicycles, carriages, automobiles and all other forms of vehicles!

There seems no reason to doubt but what the scheme is a "job," devised for the benefit of abutting property owners whose idle land will be bought, and to curry favor with certain influential persons who are devoted to equestrianism.

It is, however, a scheme that involves rank imposition upon the users of all vehicles, and cyclists should step forward promptly with emphatic protest.

## Weight of Motor Bicycles.

According to the English Cyclist, the trade in motorcycles in the Kingdom has been unsatisfactory. After weighing the pros and cons, that paper "is inclined to believe that the day of the heavy powered motor bicycle is over." "The craving for speed has shot its bolt in the inutility of a machine which is too heavy to pedal far when things go wrong," adds the Cyclist, and concludes: "What is wanted is a reasonably powered machine to weigh not more than seventy to eighty pounds, with a two speed pedalling gear."

It may be well for the American gentlemen who have grown warm under the collar over the Federation of American Motorcyclists' proposed 110-pound weight limit to sit up and take notice.

## Wherein Education is Required.

Elsewhere in this issue is reprinted a part of a circular letter issued to agents and retailers on the subject of catalogues, salesmen and sales. Attention is particularly directed to one portion of it, where a story is told of a town in which there were four dealers, three of whom insisted that nothing except cheap wheels could be sold in that place, while the fourth had been induced to take on high grade wheels and had been successful in making a market for them. The other three men simply did not try to sell anything except cheap wheels, while the one man educated his customers up to them, with the result of a bigger business in cash value,

larger profits and better pleased customers.

In the argument put forth in this part of the letter referred to is the kernel of the whole secret of success and non-success in selling high grade goods, and it is a presentment on which every dealer should ponder well.

The point is well taken, for in nine cases out of ten, where a dealer sells nothing but cheap wheels, it is because he does not try to sell the better and higher priced grades. He simply yields to the ignorant demand and supplies it without seeming to realize that it is the widespread use of cheap and trashy wheels that has done and is doing the greatest harm to the business.

In the days when bicycles were much higher priced than they now are, the general public would have been just as ready to buy cheap wheels, if they had been freely offered with an assurance of their being "just as good." In the absence of such offerings there had to be salesmanship. The dealer had to explain and convince the buying public that the high priced cycles were worth the money asked, and that the reliable article was really cheap. This was done, and the public bought high grade goods almost exclusively.

The trouble is the public does not know wherein lies the difference between high grade bicycles and trashy goods. To the average buyer all bicycles look alike, and it seems foolish to pay the top price when something they deem the "same thing" or "just as good" may be had for much less. It is the province of the dealer to teach them the difference, to educate them into the knowledge that it pays to buy high grade wheels and to induce them to do it. In doing this the dealer is benefiting not only his customer and himself, but the whole cause of cycling.

It should be the ambition and constant endeavor of every dealer to sell high grade goods. He can't afford to sell low grade bicycles. That's the keynote of success.

## Advancing the Motorcycle Interests.

Both the endurance contest and the meet at Cambridge, Md., promoted by the Federation of American Motorcyclists, are admirably planned to throw into such sharp relief that all may see the several distinct virtues of the motor bicycle, and also to sow a long trail of seed in soil well adapted to receive it, and from which a ripened harvest reasonably may be expected.

The scene of the two previous endurance contests was the New York-Boston route on which cities, as distinguished from towns, are



the rule; and it is notorious that cities are difficult to arouse or to interest. The route of this year's contest leads through that succession of live towns and smaller communities that line both shores of the Hudson between New York and Albany, thence it is laid southward through New Jersey, a corner of Pennsylvania, the entire length of Delaware, and thirty odd miles into Maryland to Cambridge. Towns are the rule on the entire course; the cities—real cities—are few and far between. And in towns press and people are quick to set up and take notice. Events do not crowd each other rapidly in such places, and perforce the mere incident in the city becomes an event in the town. It creates talk and begets publicity both before and afterward. The F. A. M. meet in Cambridge, a town of less than 10,000 souls, is a splendid example of the sort. The good people of Cambridge and of the country for many miles around are thoroughly aroused and expectant; they and their prints are full of motorcycle talk and interest. During the meet the motor bicycle will be literally "the whole thing." In a very much larger community a similar event probably would occupy sixty or seventy lines on the sporting page of the daily papers if it was so fortunate as not to occur on the same date as a prize-ring encounter. The tilling of the town is far easier and more immediately fruitful than the cultivation of the city. In laying out the route of endurance run this truth appears to have been borne in mind.

If its merits as a prosyletizer and sower of seed have not been overlooked, so also has the test been shaped to bring out the most desirable features in motorcycles and to imbue even their manufacturers with a fuller sense of their importance. Generally speaking, the virtue usually harped on is the speed of the little machine. Probably the manufacturers are not wholly to blame, but it is certain at any rate that they have minimized or paid insufficient attention to the virtue of slow speed. We are quite familiar with the usual arguments and claims, but the fact remains that few motor bicycles, if any, can be run slowly enough to readily accommodate themselves to the exigencies of traffic, and this they must do if they are to become either popular or permanent. Though he may parrot-like ask the hacknied "How fast will it go?" the average man is deterred by and is more in fear of the speed of the motor bicycle than of any other one element. At heart he is much more concerned

with the "How slow?" feature. In seeking to emphasize the fact, and in placing a premium on slow speed, the F. A. M. has acted wisely.

This is true also of the provisions for starting and stopping trials. The one stands for ready convenience, the other for personal and public safety—both matters of vital importance and influence. These several forms of competition, taken in connection with the hill climbing trials, and with the two days' run of more than 150 miles each, and two others of more than 110, which may be made at a rate of 15 miles per hour, and must be made with only such repairs or adjustments as can be accomplished at the roadside, are well calculated to heighten public appreciation of the motor bicycle and to enlarge its sale. They will prove not only its ability to "get there" on the open road on schedule time, but will bring out those features that contribute to safety and personal comfort that appeal to the greatest number.

It is for the manufacturers to make the most of them. The opportunity is open to all. Not to embrace it properly will not be short of a misfortune for all. The trade pendulum at this moment is just so poised that an energetic blow will send it sharply upward and cause it to swing merrily.

New York City is a "hard show town." To make a success there a thing must be superior in every way. It is a hard place in which to get up an event, a hard place in which to arouse enthusiasm and entries. There are always counter attractions, and with so much going on it is difficult to stir up enough interest to "pull off" a cycling event successfully. In view of these facts, the great success of such a simple form of competition as the coasting contest, held in the metropolis last Saturday, compels attention. It certainly gives assurance that cycling is much alive. Such a success with a coasting contest in New York should inspire dealers and promoters everywhere. Women were admitted to the contest with some misgivings, but the result proved that they may participate with perfect propriety and to good purpose; it really marked the opening to them of a new and gentle form of sport. The chief regret is that they were not admitted at the first hour instead of the eleventh one.

A tip to tourists—The closed mouth catches no flies.

Cats hump their backs for some very foolish reasons, and so do scorchers.

## FIXTURES.

June 18—Lawrence, Mass., 10-mile road race.

June 19—C. R. C. A. 50-mile road championship of United States and Canada.

June 19—Milwaukee, Wis., 12-mile road race.

June 25—Dunkirk, N. Y., 20-mile road race.

July 2-7.—Annual endurance contest Federation of American Motorcyclists.

July 4—Buffalo, N. Y., road race.

July 4—San Jose, Cal., relay race.

July 4—Portland, Ore., coasting contest.

July 4—Bloomington, Ill., 14-mile road race.

July 4—San Antonio, Texas, 15-mile road race.

July 8-9.—Annual meet Federation of American Motorcyclists at Cambridge, Md.

July 10—C. R. C. A. 50-mile open road race, Long Island.

July 28—Bloomington, Ill., 8-mile road race

August 1-6—St. Louis Exposition meet.

August 18—Bloomington, Ill., 20-mile road race.

September 3—London, Eng., World's championships.

September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.

September 8-10—London, Eng., World's championships.

### St. Louis Track Prohibits High Speed.

It was announced this week that the track for the St. Louis Exposition meet will be a three lap course with an archaic cinder surface and clay banking. As such a surface will make high speed impossible or fraught with the gravest danger, it practically prohibits the paced events and motor bicycle races that are programmed. Efforts are being made to induce the Exposition authorities to alter their plans, but the success of the attempt is problematical.

### Predicts Big Future for Motorcycles.

A cablegram from Berlin states that Herr Moeller, Prussian Minister of Commerce, in a post prandial speech after some motorcycle reliability trials between Frankfurt and Berlin, remarked the astonishingly rapid development of the motorcycle industry, and said he believed the smaller machine would probably find greater favor with the general public than big automobiles. Its military possibilities, he said, were great.

### May Motorcycle Across America.

F. B. Stubbs, of London, turned up in New York this week, intent on making a "little run" on a motor bicycle across the American continent, in the interests, he states, of Motor, an English publication. He did not bring a machine with him, and his undertaking seems to depend largely on his success in "connecting" with one of American manufacture.



## COASTING CONTEST BIG EVENT

**Largest Field of Starters of any Affair in Years—Same Experts to the Fore—  
Women Participate for First Time.**

Excepting some century runs promoted on Long Island, no cycling event in New York in years has attracted such an entry list and so much general interest as did the third annual coasting contest of the Metropole Cycling Club, held on the Boulevard Lafayette

mitted to the contest, but the club showed sense in accepting them, for they lent a certain breadth and grace to the event.

Once more the result of the contest proved that it is the knowledge gained by experience and the tact gained by practice that counts most in such affairs. The men at the head of the prize winning list were all men who had been training for the contest on the scene of it for weeks before. Two of the first three men, Soderstrom, the first, and Cox, the third, were old offenders in the prize winning line, Soderstrom having been second last year, while Cox won the contest last

distance was covered was up a 1 per cent grade. The decline is a 3 per cent grade half of the way, then there intervenes a 1 per cent grade of a hundred yards or so before a final drop on a 4 per cent grade. The course was originally laid out by City Surveyor George C. Wheeler, and he, with City Surveyor Fred Reinert, were on hand to record the distance coasted by each contestant which was done with great exactness. From the end of the down grade strings were stretched across the road every one hundred feet and numbered, so that by measuring with a steel tape from the string last passed



SCENE AT THE FINISHING POINT—COX NEARING THE END OF HIS LONG COAST.

last Saturday. It was like the days of long ago, and old timers held a reunion among a lot of the latest generation of riders. There was enthusiasm abundant, perfect weather, and clean, splendid sport. The interest in the event evidenced the increased popularity of cycling, and the work of the day was well calculated to advance that popularity.

There were 121 entries for the contest, and all except six of them competed. Several had falls or failed to finish for other reasons, and one was disqualified. Four of those who competed were women. They were admitted at almost the last hour, and a special prize of a gold plated cyclometer was offered for the best record by a woman. It was the first time that women had been ad-

mitted to the contest, but the club showed sense in accepting them, for they lent a certain breadth and grace to the event. Once more the result of the contest proved that it is the knowledge gained by experience and the tact gained by practice that counts most in such affairs. The men at the head of the prize winning list were all men who had been training for the contest on the scene of it for weeks before. Two of the first three men, Soderstrom, the first, and Cox, the third, were old offenders in the prize winning line, Soderstrom having been second last year, while Cox won the contest last

year and made the record for the course, after having been third the year before. Wack, who finished second, was a friend of Soderstrom and Cox, and practised with them. A further evidence that it is the man and not the machine that is the chief factor in such performances is the fact that this year the first three men all used wheels with fixed gears, while the race was won in 1902 with a coaster brake; while Cox, the third man, also used a coaster brake. Last year Cox used a fixed year, but Soderstrom, the second man, used a coaster brake.

to the axle of the front wheel the distance covered was quickly arrived at.

Spectators fringed the course from the crest of the hill all the way down, but the biggest crowd was at the bottom, where it was so thick with onlookers that the police and officials had difficulty keeping the course clear for the competitors and for vehicles. With wooded bluffs on one side and the glistening Hudson, backed by the Palisades, on the other side, the course is on a stretch of road beautifully embowered, and is a place in which it is well worth idling for an afternoon, even if there was no contest.

The starting was done in pairs, as usual, every one being given as nearly as possible a push off of equal force and cautioned as he





1—Like Birds in Flight. 2, 3, 4—Scenes at Starting Point. 5—The Veteran Dan Adey Watching his Son on the Downgrade. 6—Cox. 7—Wack. 8—Soderstrom. 9—Watchful Measurer Wheeler Waiting for a Contestant to Come to a Stop. 10—Studies in Position. 11—Crowding Around the Winner. Note the Strenuous Efforts of the Police to Keep the Course Clear.



or she started not to move the body while under way.

It was a contest in which a great many "beat the man who made the course," for Surveyor Wheeler and his brother Maurice were the first two off, and Mr. Wheeler travelled only 2,888 feet, and was sixty-ninth in the order of finish. His little brother went twenty-seven feet further. The contestants were sent off as nearly as possible in the order of their numbers, and there was a steady succession of arrivals at the bottom of the hill. The women started when about

ttion. A few actually stretched their bodies straight out horizontally along the saddle, top tube and handle bars, and a couple had pads on the handle bars, on which to rest their chests. One ingenious mortal who wanted to rest his manly bosom on the handle bars, but did not want a dent made in his anatomy by the binding nut, had a big slice of sole leather tucked away under his vest to protect him. Many others tucked their feet, one on top of the other, in the crotch above the bottom bracket, while others, with coaster brakes, kept their feet

coaster brackets on the seat post mast, on which they put their feet, and were thereby enabled to lift their weight from the saddle and throw it forward over the front wheel.

That familiarity with the road and tactful steering had as much to do with success as the position was made plain by the men who had done the most practising. It was their testimony that every little thing had to be considered in order to attain success. Knowledge of the ruts, the soft places and of how to take the turns were essential. Some workmen who had been busy along the roadside



THREE OF THE WHEELWOMEN WHO COASTED—MRS. MCCARTHY ON THE RIGHT, MISS HAMMOND AND MRS. GLIESMAN IN THE REAR.

half the others had gone, two of them going together and the other two each having an escort. They all rode in skirts on diamond frame wheels, and it was plain that they were much held back by their dresses.

Some wonderful positions were to be seen when the affair was actually under way, and every one had a lot of fun watching the different varieties of "sprawl" assumed by those who thought themselves "wise to the game." Quite a number favored a froglike position, with the head and shoulders over the handle bars, the elbows sticking out and their legs sticking out behind with knees bent slightly and turned outward, and the feet resting on the back stays. Others let their feet dangle behind, holding them out by muscular exer-

on the pedals. All leaned forward to a greater or less degree. The experience gained in former years was evident from the preparation that had been made in many cases. Quite a number had coasters for the feet, such as formerly were common on front forks, fastened to the back stays so that they could ride with the legs stuck backward and have support for them. Several others had a piece of wood bridged into the crotch between the seat post mast and the lower tube that reaches forward, and these formed rests for the feet that enabled them to ride more steadily than if they rested their soles on the slippery tubing. The first three men all had a device yet different from those mentioned, and this was an arrangement of

during the days when the ambitious ones were practising had learned the value of attention to details. They were on hand during the contest, and a Bicycling World man heard them criticising the way the men made the chief turn in the road and how they picked their course. Said one to the other: "That bend is what catches them all; now watch this one—ah! he knows the trick; see!" The Bicycling World man couldn't see exactly what the trick was, but the man referred to was one of those who had been practising on the hill.

The one man disqualified, C. E. Milkowait, was detected trying to urge his wheel along by rocking his body, which was against the rules.



On his first trip down Cox, the winner last year, collided with one of the measurers while Soderstrom arrived at the bottom with his chain off, it having slipped from the sprocket on his way down. Both of these were allowed another trial, and their scores this second time counted as their original records. These first heat scores for the first three men were, respectively: Soderstrom, 3,298 feet; Wack, 3,214 feet 6 inches, and Cox, 3,200 feet 6 inches. These three, under the rules, had to coast in a final heat to decide their respective positions in the prize list, and it is the records they made in the final heat that are given in the subjoined table. In the final the only change made was

that of Wack and Soderstrom, who changed places as first and second, Cox remaining third, as he was in the first heat. Cox had his chain slip from the rear sprocket during this final coast, but it lay in the frame, and he seemed satisfied to accept his place as third. The entry list was remarkable this year for the number of racing men and road scorers in it. The century riders were in particular force, and the presence of this element largely explains the predominance of fixed gears, coaster brakes being used by the leisurely riders and shunned by the scorching class. Among the starters was E. J. McCallum, the winner of the Irvington-Millburn race. He won twenty-eighth prize. E. M.

Van Iderstine, who was fourth in the Irvington-Millburn, won the fifth prize. Milkwaite, who was disqualified, was another Irvington-Millburn man. He finished twentieth in the road race. W. A. Guthrie and J. F. Murray both had severe falls because of being fouled by carriages. The winner in the women's class, Mrs. McCarthy, rode with her feet on the pedals, using a Morrow coaster. Miss Hammond and Mrs. Gliesman also rode with feet on the pedals, but Mrs. Stem, who used a fixed gear, coasted with her feet resting on the fork crown. Following is a summary of the first 86 finishers:

| No.<br>finish. | Contestants.                                  | Distance Coasted.<br>Ft. In. | Bicycle.           | Tire.    | Coaster Brake. | Wt.,<br>lbs. |
|----------------|-----------------------------------------------|------------------------------|--------------------|----------|----------------|--------------|
| 1              | Paul Soderstrom, New York.....                | 3285 6                       | Cleveland          | Palmer   | Fixed gear     | 150          |
| 2              | Thomas Wack, Broken Wheelmen, New York.....   | 3274 0                       | Columbia           | Palmer   | Fixed gear     | 140          |
| 3              | W. J. Cox, New York.....                      | 3261 2                       | Own make           | Palmer   | Fixed gear     | 148          |
| 4              | C. H. Winchester, New Britain, Conn.....      | 3198 1                       | Pierce             | Palmer   | Corbin Duplex  | 198          |
| 5              | E. M. Van Iderstine, Maplewood, N. J.....     | 3174 6                       | Pierce             | Palmer   | Fixed gear     | ...          |
| 6              | E. Cox, New York.....                         | 3150 0                       | Spalding           | Palmer   | Pope           | ...          |
| 7              | J. Schultz, Broken Wheelmen, New York.....    | 3134 2                       | Tribune            | Palmer   | Fixed gear     | ...          |
| 8              | H. P. Townsend, New Britain, Conn.....        | 3117 8                       | Pierce             | Palmer   | Corbin Duplex  | ...          |
| 9              | Thomas Owen, Prospect Wheelmen, New York..... | 3087 10                      | Racycle            | Palmer   | Fixed gear     | ...          |
| 10             | J. Ericson, New York.....                     | 3084 4                       | Monitor            | Palmer   | Fixed gear     | ...          |
| 11             | A. Browning, New York.....                    | 3081 2                       | Tribune Chainless  | Palmer   | Fixed gear     | ...          |
| 12             | F. Waller, New York.....                      | 3079 2                       | Tribune            | Palmer   | Fixed gear     | ...          |
| 13             | Patrick McArdle, New York.....                | 3065 9                       | Rambler            | G & J    | Fixed gear     | 105          |
| 14             | Harry P. Read, Broken Wheelmen, New York..... | 3065 5                       | Columbia           | Palmer   | Fixed gear     | ...          |
| 15             | Clayton Cox, New York.....                    | 3064 10                      | Spalding           | Palmer   | Pope           | 134          |
| 16             | Elwood J. Dixon, New York.....                | 3064 7                       | Columbia           | Palmer   | Pope           | ...          |
| 17             | Frank W. Cuttrel, New York.....               | 3057 7                       | Racycle            | Palmer   | Morrow         | ...          |
| 18             | James Beaver, Broken Wheelmen, New York.....  | 3057 7                       | Pierce             | Palmer   | Fixed gear     | ...          |
| 19             | C. W. Curtis, New York.....                   | 3052 2                       | Wolff-American     | Palmer   | Morrow         | ...          |
| 20             | Richard Berrien, Inwood, N. Y.....            | 3051 4                       | Crescent           | Palmer   | Fixed gear     | ...          |
| 21             | Martin Kessler, New York.....                 | 3042 9                       | National           | Palmer   | Pope           | ...          |
| 22             | Harry Kennell, C. R. C. of A.....             | 3034 8                       | Columbia Chainless | Palmer   | Fixed gear     | ...          |
| 23             | S. M. Raynor, New York.....                   | 3028 9                       | Spalding           | Palmer   | Pope           | ...          |
| 24             | Charles Nerent, Tiger Wheelmen.....           | 3027 0                       | Pierce             | Palmer   | Fixed gear     | ...          |
| 25             | John Nobis, C. R. C. of A.....                | 3024 2                       | Columbia Chainless | Palmer   | Fixed gear     | 150          |
| 26             | Charles W. Rehman, Broken Wheelmen.....       | 3024 0                       | Pierce             | Palmer   | Fixed gear     | ...          |
| 27             | C. A. Shedd, New York.....                    | 3019 0                       | Queen City         | Palmer   | Fixed gear     | 180          |
| 28             | E. J. McCallum, New York.....                 | 3018 5                       | Pierce             | Palmer   | Fixed gear     | ...          |
| 29             | Charles R. Veitch, New York.....              | 3016 4                       | Tribune            | Hartford | Fixed gear     | ...          |
| 30             | H. O. Moore, Loco. Club.....                  | 3015 1                       | Foley              | Palmer   | New Departure  | ...          |
| 31             | Charles Mock, C. R. C. of A.....              | 3007 5                       | Columbia Chainless | Palmer   | Fixed gear     | 160          |
| 32             | L. Edwards, New York.....                     | 3007 3                       | Special            | Palmer   | Fixed gear     | ...          |
| 33             | J. Bush, New York.....                        | 3002 0                       | Pierce             | Hartford | Fixed gear     | 165          |
| 34             | E. Frizzell, New West Eide A. C.....          | 2997 2                       | Lang               | Palmer   | Fixed gear     | 165          |
| 35             | J. Oliver, New York.....                      | 2972 2                       | Tribune            | Palmer   | Fixed gear     | ...          |
| 36             | I. L. Linsey, Calumet Cyclers.....            | 2971 7                       | Akron              | G & J    | New Departure  | ...          |
| 37             | Thomas Finn, New York.....                    | 2971 0                       | Johnson            | Palmer   | Corbin Duplex  | ...          |
| 38             | R. E. Butts, New York.....                    | 2970 6                       | Eagle              | Palmer   | Fixed gear     | ...          |
| 39             | R. Storm, New York.....                       | 2969 8                       | Pierce             | Palmer   | Fixed gear     | ...          |
| 40             | William Coursen, New York.....                | 2968 2                       | Eldridge           | Hartford | Fixed gear     | 113          |
| 41             | Theo. Sonkin, New York.....                   | 2960 10                      | Gendron            | Kangaroo | Fixed gear     | ...          |
| 42             | D. D. Adeo, Metropolitan, New York.....       | 2960 7                       | National           | Palmer   | Fixed gear     | 140          |
| 43             | O. J. Steih, New York.....                    | 2958 9                       | Spalding           | G & J    | Corbin Duplex  | ...          |
| 44             | Herman Kampe, C. R. C. A.....                 | 2948 4                       | Stearns            | Goodrich | Fixed gear     | 138          |
| 45             | Joseph A. Wheeler, New York.....              | 2946 2                       | Pierce             | Hartford | Barwest        | 150          |
| 46             | J. Pressly, New York.....                     | 2939 2                       | Special            | Fisk     | Fixed gear     | 130          |
| 47             | W. Van Den Dries, Tiger Wheelmen.....         | 2938 4                       | Columbia           | Palmer   | Fixed gear     | ...          |
| 48             | W. F. Clausen, New York.....                  | 2938 3                       | Racycle            | Palmer   | Morrow         | ...          |
| 49             | Ralph D. Webster, Elmira, N. Y.....           | 2936 2                       | Racycle            | Palmer   | Morrow         | ...          |
| 50             | Arthur N. Jervis, Metropole C. C.....         | 2936 0                       | Columbia           | Palmer   | Pope           | ...          |
| 51             | Eugene S. Beardslee, New York.....            | 2935 3                       | Racycle            | Palmer   | Morrow         | ...          |
| 52             | J. E. Morrow, Elmira, N. Y.....               | 2928 0                       | Tribune            | Palmer   | Fixed gear     | 151          |
| 53             | Charles S. Dixon, New York.....               | 2925 4                       | Columbia Chainless | G & J    | Pope           | 140          |
| 54             | George Lang, jr., Metropole C. C.....         | 2922 2                       | Powers             | Palmer   | Fixed gear     | 150          |
| 55             | John E. Oest, New York.....                   | 2920 6                       | Special            | G & J    | New Departure  | 160          |
| 56             | W. H. Bauer, New York.....                    | 2920 5                       | Akron              | G & J    | New Departure  | 123          |
| 57             | Ernest Stanley, Inwood, N. Y.....             | 2916 2                       | Pierce             | Diamond  | Fixed gear     | 120          |
| 58             | Maurice M. Wheeler, New York.....             | 2915 0                       | Dayton             | Fisk     | New Departure  | 125          |
| 59             | H. Schock, Brooklyn, N. Y.....                | 2912 4                       | Sterling           | Palmer   | Fixed gear     | 118          |
| 60             | J. L. Carbonell, Nassau B. C.....             | 2910 2                       | Columbia           | Palmer   | Fixed gear     | ...          |
| 61             | Robert R. Miller, Brooklyn, N. Y.....         | 2907 1                       | Columbia           | Palmer   | Fixed gear     | ...          |
| 62             | R. B. Johnston, New York.....                 | 2905 9                       | Pellet             | Palmer   | Fixed gear     | 149          |
| 63             | R. A. Van Dyke, C. R. C. Association.....     | 2904 6                       | Tiger              | Fisk     | Fixed gear     | ...          |
| 64             | H. Van Den Dries, Tiger Wheelmen.....         | 2903 7                       | Columbia           | Palmer   | Fixed gear     | 135          |
| 65             | J. Trice, New York.....                       | 2898 6                       | Robin Hood         | Hartford | Morrow         | 160          |
| 66             | S. W. Merrihew, Metropole C. C.....           | 2897 0                       | Racycle            | Palmer   | Fixed gear     | 140          |
| 67             | H. C. Naylor, C. R. C. Association.....       | 2891 6                       | Barnes             | Palmer   | Fixed gear     | 143          |
| 68             | P. A. Champney, New York.....                 | 2890 5                       | Stearns            | Goodrich | Fixed gear     | 143          |
| 69             | George C. Wheeler, Metropole C. C.....        | 2888 0                       | Columbia           | Hartford | Fixed gear     | 145          |
| 70             | Herman Schubert, West Hoboken, N. J.....      | 2886 0                       | Pierce             | .....    | Fixed gear     | ...          |
| 71             | Edward Albertis, New York.....                | 2885 4                       | Wolff-American     | Palmer   | New Departure  | ...          |
| 72             | Ralph W. Zarr, New York.....                  | 2882 5                       | .....              | .....    | .....          | ...          |
| 73             | William O. Stewart, C. R. C. Association..... | 2879 6                       | Columbia Chainless | Hartford | Pope           | 145          |
| 74             | H. A. Gliesman, Tiger Wheelmen.....           | 2876 2                       | Tribune            | Palmer   | Fixed gear     | 110          |
| 75             | O. Ruppert, Tiger Wheelmen.....               | 2876 0                       | Pierce             | Palmer   | Fixed gear     | ...          |
| 76             | W. K. Van Iderstine, Maplewood, N. J.....     | 2875 2                       | Racycle            | Palmer   | Morrow         | 82           |
| 77             | Arthur Schwalbach, Brooklyn.....              | 2870 4                       | .....              | .....    | .....          | ...          |
| 78             | Gilbert L. Smith, New York.....               | 2870 0                       | Tiger              | Fisk     | Fixed gear     | ...          |
| 79             | W. R. Slater, Tiger Wheelmen.....             | 2868 3                       | National           | Fisk     | Fixed gear     | 118          |
| 80             | P. Wollenschlager, C. R. C. A.....            | 2866 2                       | Crescent           | Palmer   | Corbin         | 156          |
| 81             | Charles H. Homan, New York.....               | 2862 3                       | Akron              | Palmer   | Fixed gear     | 134          |
| 82             | Leo Leveck, Helvetia Wheelmen.....            | 2860 0                       | Special            | Palmer   | Fixed gear     | 125          |
| 83             | W. Van Den Dries, Tiger Wheelmen.....         | 2856 2                       | Racycle            | Goodrich | Morrow         | 135          |
| 84             | Harry E. Wilkins, New York.....               | 2853 6                       | Tiger              | Fisk     | Fixed gear     | 126          |
| 85             | C. P. Soulie, Tiger Wheelmen.....             | 2853 2                       | Tiger              | .....    | .....          | ...          |
| 86             | P. J. O'Grady, Tiger Wheelmen.....            | 2850 0                       | .....              | .....    | .....          | ...          |

| No.<br>finish. | LADIES' CLASS.<br>Contestants.     | Distance Coasted.<br>Ft. In. | Bicycle.  | Tire.    | Coaster Brake. | Wt.,<br>lbs. |
|----------------|------------------------------------|------------------------------|-----------|----------|----------------|--------------|
| 1              | Mrs. D. McCarthy, New York.....    | 2781 6                       | Racycle   | Palmer   | Morrow         | 135          |
| 2              | Miss V. Hammond, New York.....     | 2729 6                       | Columbia  | Hartford | Pope           | 135          |
| 3              | Mrs. J. Stem, New York.....        | 2697 6                       | Buff King | Hartford | Fixed gear     | 102          |
| 4              | Mrs. H. A. Gliesman, New York..... | 2649 0                       | Tiger     | .....    | Morrow         | 125          |



## McFARLAND NOW RIDING

**Makes his First Appearance at Vailsburg but Does not Win—Schreiber Wins Handicap.**

Champion Kramer only managed to win one race at the Vailsburg track last Sunday, and that seemingly by the grace of his team mate, W. S. Fenn, but the other member of the Pierce team was second in each of the events for which he was eligible. In fact, it was Fenn who made the greatest sprint of the afternoon when he ran within a foot and a half of Schreiber, winner of the "Suburban Handicap" from the 125 yard mark. The "Suburban Handicap" was the feature event of the programme, the distance being one and one-quarter miles, with a special prize of \$50 offered to the winner in case the time of the leading scratch man equalled Gold Heels's record of 2 minutes 5½ seconds.

Kramer was the lone scratch man, as McFarland had been training for only two days and did not feel equal to such a hard race as the handicap was sure to be. Fenn and John Bedell at 25 yards were nearest Kramer and he caught them before riding a lap. The long mark men did not work together very well, and the field bunched at seven-eighths of a mile. The long markers were spread all over the track and when the bell rang for the last lap, Kramer, with Fenn in tow, was more than ten lengths behind Leander, who was leading at the time. Behind Leander were Schreiber, Fogler and Dorlon in the order named. Schreiber jumped around the others at the eighth pole and led into the stretch, closely followed by Fogler and Dorlon. Kramer had exhausted himself pacing Fenn and the "Boy Wonder" started a stern chase from the middle of the back stretch. He had to keep near the top of the bank, but even with the distance he had to go, he finished alongside of Schreiber as the latter won the race. Fenn's front tire was almost even with the axle of Schreiber's front wheel. Fogler and Dorlon were both within three feet of Fenn as he crossed the tape.

Three heats with two to qualify left six men to race in the final heat of the one-mile open, Fenn, Kramer, John Bedell, Menu Bedell, Hadfield and Schreiber being the order from the pole out. They started off in very leisurely style, Fenn leading, followed by Kramer, John Bedell, Menu Bedell and Schreiber, Hadfield riding on the inside close to Kramer, with the evident intention of securing the champion's rear wheel when the sprint started. Fenn piloted his four followers along until after the bell rang, keeping always in the middle of the track. Fenn remained in the lead until near the tape, when Kramer sprinted around him on the outside and won by a foot. Hadfield was left to make his own race to the tape, but failed of a prize, as Kramer towed the Bedells into third and fourth place, about

half a length behind Fenn. The time for the mile was 2 minutes 45 seconds.

Only eleven men started in the half-mile scramble for riders who had not won \$100 at Vailsburg this year, among them being McFarland and Leander. McFarland received quite an enthusiastic reception from the six thousand spectators when he came out for the race, but said he did not expect to do anything, as he had only been able to train for a couple of days. At the bell, Jacobson was leading, followed by Cadwell, Schreiber and McFarland. Jacobson and Schreiber had announced they were teamed, but Cadwell refused to let Schreiber have the position behind the New Haven rider. Schreiber entered the stretch slightly in advance of Jacobson. Fogler and Cadwell were almost on even terms with them, McFarland being two lengths back of Schreiber. Schreiber led Jacobson over the line by half a wheel and Cadwell appeared to be third and Fogler fourth, but the judges said McFarland had finished third.

Burton Downing, of the Garden City Wheelmen, of San Jose, Cal., and William R. Lee, the New York amateur, who has made such an excellent showing this year, were down for a match race of three heats at a half mile. The Westerner was expected to win the race easily, as he had disposed of Teddy Billington, two weeks before without the slightest trouble. The blonde New Yorker proved to be somewhat a different proposition than the "Pride of Vailsburg" had been, and the San Jose rider did not add another Eastern scalp to his collection. Downing was pushed off the mark first in the initial heat, and the pair gave quite an exhibition of slow riding for three-eighths of a mile, grazing the extended feet of the many men and boys who sat against the fence on the upper side of the track to escape the sun. Downing finally jumped down to the pole in the middle of the last turn, gaining two lengths lead and led Lee over the line by about four feet. Downing again took the lead in the second heat, but this time Lee jumped into the lead on the back stretch of the bell lap. He gained a length and a half, which Downing made up and even bettered a trifle on the last turn, but Lee made another effort and led his opponent over the tape by five open lengths. Lee made his attempt on the middle of the first turn in the third heat, and Downing passed him on the back stretch and swung down to the pole in the lead as they started the last eighth. Lee had plenty of speed left, however, and sprinted around the San Jose rider on the last turn and won by seven open lengths.

Downing and Lee were barred from competing in the half-mile open amateur, but Billington kept amateur champion Hurley very busy indeed in the final heat. The other starters in the final were Chappey, Zanes, Sherwood, Frank, Goerke, Rockowitz, Ashurst and Ivy. The two National Athletic Club representatives, Goerke and Billington, led at the bell, and Goerke did his best to

pace the "Pride of Vailsburg" into first place. Billington led into the straight, two lengths in advance of Hurley and Sherwood. Hurley had been forced to ride well up the bank to get around the others, and he tore along after Billington, who was making a great effort to win. The New York Athletic Club man just managed to nip Billington before the tape and crossed the line a winner by six inches.

There were four scratch men in the five mile handicap, Hurley making a post entry and Lee declining to start as the deciding heat of his match race had yet to be run. Downing started and took more than his share of the pace for a mile, when he dropped out. This left Hurley, Billington and Zanes with a long chase ahead of them, as neither of the 50 yard men, Schlee nor Schwab, started. Billington had enough after riding two miles, and retired. Hurley and Zanes did their best, but were never within 75 yards of the long markers. When the last lap was begun, Ashurst was leading, followed by Rockowitz, Sherwood, Chappey and Goerke. Goerke lost his place in the line on the back stretch and had to climb the bank and sprint after Sherwood, who led into the straight. Goerke gained very fast in the last few yards, but was certainly two feet behind Sherwood at the tape, but the judges announced a dead heat between Goerke and Sherwood. The pair tossed for first prize and Goerke won.

### Summaries:

Half-mile novice—Won by M. Tobin, Newark; R. B. Geissler, Newark, second; Gus Cavalier, Newark, third. Time, 1:18.

Half-mile open, amateur—Won by Marcus L. Hurley, N. Y. A. C.; Teddy Billington, National A. C., Vailsburg, second; C. A. Sherwood, Pellet Team, New York, third; James Zanes, Newark, fourth. Time, 1:12.

Five-mile handicap, amateur—Dead heat for first between C. A. Sherwood, Pellet Team, New York (150 yards), and Oscar Goerke, National A. C., Brooklyn (100 yards); J. Witting, Newark (350 yards), third; H. R. Smith, Newark (225 yards), fourth. Time, 11:28 2-5. Lap prize winner, Peter Miller, Newark.

Half-mile match race between Burton Downing, Garden City Wheelmen, San Jose, Cal., and W. R. Lee, New York—First heat, Downing; time, 3:10. Second heat, Lee; time, 2:26. Third heat and race, Lee; time, 2:10.

One-mile open, professional—Won by Frank L. Kramer, Pierce Team; W. S. Fenn, Pierce Team, second; John Bedell, Reading Standard Team, third; Menu Bedell, Reading Standard Team, fourth. Time, 2:45. Lap prize winners in heats and finals: Fenn, 3; Galvin, 2; Benfer, 2; Hadfield, 1; Fogler, 1; G. I. Kremer, 1; Guery, 1; Krebs, 1.

Half-mile scratch for professional riders who had not won \$100—Won by G. C. Schreiber, Tribune Team; J. P. Jacobson, Rambler Team, second; F. A. McFarland, Tribune Team, third. Time, 1:09 4-5.

"Suburban Handicap," one and one-quarter miles, professional—Won by G. C. Schreiber, Tribune Team (125 yards); W. S. Fenn, Pierce Team (25 yards), second; Joseph Fogler, Tribune Team (100 yards), third; Oliver Dorlon, Columbia Team (100 yards), fourth; Frank J. Cadwell (150 yards), fifth. Time, 2:25. Lap prize winners, G. I. Kremer, 2; Glasson, 1; Leander, 1.



## COX ON COASTING

**Man Who Wins a New Wheel Every Year Tells How it is Done.**

"Well, it depends chiefly upon the skill of the rider," said W. J. Cox, when asked by a Bicycling World man to explain how it is that he and his companions always make such long coasts, the reference being to Cox's feat of earning a bicycle in each of the three Metropole contests. "I am not given to boasting, but, to tell the truth, I have never been in a locality where cycling is indulged in in the manner that it is by the road riders in St. Louis, where I came from. Out there the country is very hilly, and the roads are not nearly so good as around this part of the country; in fact, there are but very few really good roads. Furthermore, the road riders there are possessed of a keen liking for touring and cross country riding. Long trips are made, and the character of the roads is not given much consideration so long as it is possible to ride them. We used to ride ordinaries and solid tired safeties when the people down here would not think of taking the modern bicycle. The hills there are too steep to admit of back pedalling, and as no brakes were used till the advent of the coaster brake, riders soon learned to coast, and to coast rough, steep hills, at high speed, especially with loose stones on the surface or full of ruts. A sandy place or a water break now and then is a different proposition than to glide down such a smooth grade as the Lafayette Boulevard. There one had to make sharp turns or twists, and be able to quickly and properly dispose or distribute his weight on the machine. Often I lifted my front wheel to the side of a stone or out of a rut.

"I have gone out of my way, perhaps; but the point I wish to make is that out of all this skill and practice comes the ability to pick out the best parts of the road, to perfectly balance yourself, and to have perfect control.

"How is it that my companions can do so well? That comes from their having done quite a little riding with me. They have contracted some of my habits, and I have coached and taught them how to coast, and they have done considerable practising, not only for this event, but, in general, on our rides.

"In order to get the very best results in a contest of this kind a few other details must be taken into consideration. The proper adjustment of the bearings and the degree of hardness of the tire, the best position upon the bicycle, all must be determined by experiment. A high grade bicycle is a great advantage, and resilient tires are essential. I saw many machines in to-day's contest that I am sure I could have done considerably better with if I could have had them but a few days to practise on.

"I believe it makes little difference whether a coaster brake or fixed gear is used. This could perhaps be only determined by a series

of tests made by the same man on the same machine, and even then it might be found that one man would get the best results with the coaster brake, while another, doing a similar series of experiments, would do better with the fixed gear.

"Better results can often be had by two good riders coasting together than singly, particularly on a grade of this nature, for the reason that one man may go better on the drop than the other can on the level, and if the rider that is passed is careful to drop in right at the rear wheel of the other, he is materially assisted.

"The proper adjustment of the wheel and the rider's position are difficult to describe; they depend a good deal on the bicycle. You may have noticed that I assumed a different position each year that I coasted. About all that I can say is to adjust the bearings so the wheel just runs free; in most bicycles this necessitates quite a little play. The tires should be pumped rather hard, but if the road is rough then a tire that is too hard is a detriment. The proper inflation of the tire depends largely on the kind of tire. Thus a racing tire must be harder than a heavy or large tire; also a man's judgment and experience here enters largely into the matter. It makes but little difference whether one coasts with a fixed gear with the feet on frame coasters, or with a coaster brake and the feet on the pedals. I sit lightly on the saddle, get well over so as to create as little wind resistance as possible, pick out the best parts of the road, and—well I cannot just describe it exactly, but when I say that I sort of ease the machine over the rough places, that describes it about as well as any expression that I can think of. Just where I put most of my weight is another thing that I cannot exactly explain, but it seems to me that I carry it on the frame when a fixed gear is used, close to the seat mast or crank hanger, and on the pedals when a coaster brake is used."

### Chicagoian Scores at Denver.

A twenty-five-mile road race promoted by the dealers was held at Denver, Col., last Saturday and was witnessed by several thousand persons. The course was very heavy owing to recent rains, and the record of 1:09:43 made by the winner of the first time prize winner, who was "Farmer" Blum, of Chicago, was remarkable. Lou Sanford, of Chicago, won second time prize after giving Blum a close finish for the first one. Following is a summary:

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Handicap. | Time.   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|---------|
| 1—G. R. Boyd.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 4:00      | 1:12:31 |
| 2—B. Fullman.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 4:00      | 1:12:37 |
| 3—L. R. Morcom.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 7:00      | 1:16:00 |
| 4—D. Woods.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 7:00      | 1:17:10 |
| 5—W. J. Hunter.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 5:00      | 1:14:36 |
| 6—J. G. Beard.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 1:30      | 1:11:08 |
| 7—Will Hanks.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 4:00      | 1:13:42 |
| 8—Will Blum.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Scratch   | 1:09:43 |
| 9—Lou Sanford.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Scratch   | 1:09:44 |
| 10—E. W. Smith.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Scratch   | 1:09:46 |
| L. Schifffengen, handicap 6:00, time 1:16:27; A. J. Tomaszewski, 2:30, 1:13:05; Joe Kreutz, 4:00, 1:15:38; Joe Hudson, scratch, 1:11:43; Al Norberg, 7:00, 1:20:16; Ed. Swartz, 4:00, 1:18:29; Will Fullman, scratch, 1:14:38; Bart Finn, 5:00, 1:19:43; H. Sutherland, 4:00, 1:18:44; J. H. Adams, 4:00, 1:19:09; Max Kreutz, 1:30, 1:17:00; Nick Desantis, 8:00, 1:24:03; E. B. Sauley, 5:00, 1:21:48; P. Brandt, 5:00, 1:21:51; G. Alloway, 4:00, 1:22:20; A. H. Baldwin, 5:00, 1:23:32; A. Sutherland, 6:00, 1:25:42; M. C. Biegerbron, 2:30, 1:21:52. |           |         |

## ASSOCIATED CLUBS' DOINGS

**Plan a Big Reunion Run and Dinner—Will Issue Reports and Maps.**

At the June meeting of the Associated Cycle Clubs of New York, held last Monday night, with President Joseph Oatman in the chair, there were nine clubs represented, and the proceedings were interesting and full of animation.

After routine business had been disposed of the question of converting the cycle paths on the new Williamsburg Bridge across the East River to the use of a rapid transit corporation came up, and a set of resolutions were adopted protesting against such action, and copies of them were ordered sent to the Mayor, Board of Aldermen and the Rapid Transit Commissioner. Another subject discussed was the danger of several grade crossings in the city, notably in The Bronx, where a fatal automobile accident occurred recently. A resolution addressed to the State Board of Railway Commissioners was adopted protesting against the maintenance of grade crossings by steam railroads anywhere in the city.

The executive committee was authorized to have printed the full reports of the streets and roads committee made during the spring, which tell of the various highway improvements made, the connecting links formed which complete new routes through the city and show the changes made in the best ways through and out of the city. These reports will be circulated to the various clubs in the association anyhow, and may be given a general circulation.

Plans for a general reunion run and dinner for all clubs were discussed, and the sentiment was expressed that it will be well to rendezvous for games and a dinner at Colleeg Point, or some similar place, at as early a date as possible, and the social intercourse committee was authorized to proceed with arrangements for such a reunion.

The project of printing a map for general circulation showing the best routes out of the city was discussed, and the matter was referred to the executive committee with power.

### Record Trials at Motorcycle Meet.

Three additional events have been added to the programme of track events to be run in connection with the annual meet of the F. A. M. at Cambridge, Md., July 9—a trial for the mile record for single cylinder motor bicycles, and another, open to all machines; also an open trial for the hour record. Incidentally, this Cambridge race meet will be the first one in this country ever devoted exclusively to motorcycles.

H. H. Wright and Harry Walls, who constitute the head and shoulders of the Cambridge end of the meet, visited Baltimore last week and aroused a lot of interest. Howard A. French, the Baltimore leader, promised a good crowd from that city, and will also enter a team in the team race. He is also going to Washington in an endeavor to enlist a team from the capital.



## 50 MILES ON ROAD—1:11:30

### Noonan, of Rome, Wins from Buffalo Motorcycle Cracks in Impressive Fashion.

In many respects the fifty miles road race at Buffalo, N. Y., last Saturday, 5th inst., promoted by the Buffalo Motorcycle Club, was the most amazing road contest ever held in this country. It was won by A. S. Noonan, of Rome, N. Y., on a  $1\frac{3}{4}$  horsepower Indian in 1 hour 11 minutes 30 seconds; but this wonderful flight—equal, roughly, to 1:26 per mile—is not the most astonishing part of it all. It is that Noonan and his rivals were able to come through with whole skins and unbroken bones. That they did so, is eloquent testimony, not alone to the skill and daring of the riders and to the ease with which motor bicycles, even at high speed, may be handled, but to the watchfulness of a considerate Providence.

The course over which the race was run was the same one used by the old Martin road races starting at Pine Hill, just beyond the Buffalo city line, to Bowmansville, Mill Grove, Crittenden and Corfu, where the turn was made, returning the same way and finishing at Pine Hill. The race was scheduled for Decoration Day, and again for the following Saturday, but was postponed, owing to the muddy condition of the roads on those days.

The start and finish were made parallel with a street railway that runs for a third of a mile in the center of the road and then turns sharply to the right, and on which cars run at frequent intervals; there were also two railroad tracks to be crossed, and several sharp turns and a long stretch of freshly laid gravel to be negotiated. There was no police protection, and the streetcars, wagons, carriages, automobiles and the large crowd of onlookers did not serve to make the going safe or comforting. There were "road hogs," of course, in the number, and one of them, perched on a brewery wagon, forced three riders into a ditch. One of the trio, Chadeayne, broke his rear wheel but secured a fresh mount and finished well within the time limit. That nothing more serious occurred is little short of marvellous.

Of the twenty-three entries thirteen started. Noonan, the winner, was the only out of town man among them. He had not ridden fifty miles this season, and left his machine in Buffalo until the second postponement of the race. He then shipped it to the factory to be "tuned up," but instead there was shipped to him a new machine, which did not reach Buffalo until the day before the race. While all of his rivals were familiar with the course, it was strange to Noonan, and twice he made the wrong turns, which required him to dismount and retrace his route. He started fifth, but despite the strange machine and his time wasting errors in losing the course, he was in second place

at the twenty-five-mile turn; coming back he simply annihilated space, and finished the fifty miles away ahead of the second man, Becker, and in impressive time, 1:11:30. Becker, who was the last man to start, had been bothered by a leaking gasoline tank, while a broken chain caused Botham the loss of many valuable minutes. Salsman was first to reach the twenty-five-mile point.

The men were started singly at one-minute intervals, and of the thirteen starters nine qualified for medals by completing the fifty miles within the generous time limit of 2:45:00. They were as follows:

| Name.                | Mount.       | H.P.           | Time.   |
|----------------------|--------------|----------------|---------|
| A. S. Noonan.....    | Indian ..... | $1\frac{3}{4}$ | 1:11:30 |
| Clarence Becker..... | Thomas ..... | $3\frac{1}{2}$ | 1:14:30 |
| George Roesster..... | Thomas ..... | $3\frac{1}{2}$ | 1:21:45 |
| E. E. Dennison.....  | Thomas ..... | $3\frac{1}{2}$ | 1:22:15 |
| H. H. Krigbaum.....  | Thomas ..... | $3\frac{1}{2}$ | 1:24:30 |
| E. J. Bihl.....      | Thor .....   | $3\frac{1}{2}$ | 1:39:30 |
| George Salsman.....  | Thomas ..... | $3\frac{1}{2}$ | 1:50:30 |
| A. L. Botham.....    | Indian ..... | $1\frac{3}{4}$ | 2:01:45 |
| Will Chadeayne.....  | Thomas ..... | $3\frac{1}{2}$ | 2:11:30 |



NEW YORK BRANCH 214-216 WEST 47TH ST.

### Good Road Race at San Antonio.

Close finishes marked the six-mile road race at San Antonio, Tex., on June 6. Good time was made, considering the condition of the road. Walter Silcox won the first prize in 18 minutes 5 seconds from the  $2\frac{1}{2}$  minute mark. Fred Wagner, with a handicap of 2 minutes, took both the second place and second time prize in 17 minutes 35 seconds, and H. H. Sanders, also a 2 minute man, was third in 18 minutes. The time honors went to Emmett Guilladin, a scratch man, in 16 minutes 25 seconds. Dick Mader, also a scratch man, came in tenth, in 17 minutes 1 second, but was disqualified for accepting pace from riders not in the race.

#### Summary:

| Contestant.                                                                                                                                                                                                                                                      | Handicap. | Time. |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-------|
|                                                                                                                                                                                                                                                                  | m. s.     | m. s. |
| 1—Walter Silcox .....                                                                                                                                                                                                                                            | 2:30      | 18:05 |
| 2—Fred Wagner .....                                                                                                                                                                                                                                              | 2:00      | 17:35 |
| 3—H. H. Sanders.....                                                                                                                                                                                                                                             | 2:00      | 18:00 |
| 4—Ben Fleming.....                                                                                                                                                                                                                                               | 3:00      | 19:17 |
| 5—Gus Schmitt.....                                                                                                                                                                                                                                               | 1:30      | 17:50 |
| 6—Emmett Guilladin .....                                                                                                                                                                                                                                         | Scratch   | 16:25 |
| Walter Harris, handicap 3:00, time, 19:28; Harry Dean, 1:00, 17:40; Henry Pytel, 1:30, 18:53; Albert Pytel, scratch, 17:40; George West, 2:00, 20:41; R. Cahill, 1:30, 20:20; Ed. Eldridge, 2:00, 21:50; Leo J. Boyle, 1:00; T. Douden, 2:30; Al. Jack, scratch. |           |       |

## MORAN'S FIFTH STRAIGHT

### Massachusetts Milkman Continues his Victorious Career—Beats Stinson a Mile.

James Moran won his fifth straight victory last Saturday night when he captured the 30-mile motor paced race at the Revere Beach track. The contest had five starters, all of whom were paced by four horsepower motors. Stinson was second, a mile behind the Chelsea milkman. The race was run from a flying start; Stinson, paced by Briggs, had the pole. Munroe, paced by Hoffman was next, Mettling, paced by Turville, was third, Moran, paced by White, was fourth, and Sulkins, paced by Schultz, was on the outside.

Stinson had the best of the start by about five yards, Sulkins being nearly half a lap behind the Cambridge man at the starting gun. Stinson did not hold his advantage very long, for Moran overhauled him and led by 15 yards at the end of the first mile. Moran was never headed after the first mile, and he gained a lap on Munroe in the second mile. The winner did not gain a lap on Stinson until the fifth mile, though the others were several laps behind at the time. Sulkins lost his pace in the eighth mile, but soon regained it, though the effort cost much of his strength. Mettling made a game fight against Moran in the ninth mile when the Chelsea man tried to pass him, but finally had to give it up after losing his pace. He had to change wheels in the eleventh mile. Sulkins and Stinson had a great argument during the first mile, when the Cambridge rider was trying to pass last year's champion amateur pace follower.

At the end of the tenth mile Moran was a lap and a half ahead of Stinson, his nearest opponent, with Mettling third, the same distance behind Stinson. Moran passed Stinson for the second time in the thirteenth mile after a hard fight. In the fourteenth mile Munroe's motor went wrong, and after riding several miles unpaced he was forced to retire by the referee. Both Moran and Mettling were forced to drop their pace in the twenty-fourth mile because of the erratic steering of Briggs, who was pacing Stinson. The latter became stronger toward the end of the race and tried to pass Moran in the twenty-seventh mile without success. There was some dispute as to the winner of third prize, but the scorers decided in favor of Mettling against Sulkins. Moran finished alongside Stinson, just one mile ahead, in 45:30 2-5.

There were twenty-one starters in the ten-mile amateur open, and the best Burton Downing, the San Jose crack, could do was to finish third at the end of the race. Melvin T. Dove, the New-York negro, won the fourth mile prize and also the eighth through the disqualification of Younie, who had forced the amateur "Major Taylor" up the



bank when he won the mile. The final mile was a hard one, as the men raced the entire distance. Downing tried hard to get into the lead, but failed. Logan won from McNeil by a narrow margin. Summaries:

Thirty-mile motor paced race—Won by James Moran, Chelsea; W. C. Stinson, Cambridge, second; Louis E. Mettling, Boston, third; Samuel Sulkins, Boston, fourth; Ben Munroe, Memphis, fifth. Time, 45:30 2-5.

Ten-mile open, amateur—Won by P. Logan, Boston; J. A. McNeil, Boston, second; Burton Downing, San Jose, Cal., third. Time, 25:39 1-5. Mile prize winners: Logan, D. McKay, of Newark; D. Connolly, Dove, Younie (2), Stoughton, Dove and Mellish.

Five-mile motorcycle race—Won by Charles Turville, Philadelphia; Robert Schultz, Newark, second. Time, 6:47.

#### Moran Wins Once More.

James Moran continues to hold the place of honor among the pace followers who race at the two Boston tracks, and on last Tuesday won a 25-mile motor paced race at Charles River Park, being more than a mile ahead of Stinson, who was second. The riders followed four horsepower machines. Basil de Guichard won the third prize, being less than a quarter of a lap back of Stinson when the race ended. Ben Munroe was fourth and Sulkins was fifth. Mettling made a good fight until his pacing machine failed him in the ninth mile and he was left with-

out pace. Sulkins's machine refused to work and he rode unpaced for fifteen miles. Moran's time for the twenty-five miles was 34 minutes 24 4-5 seconds.

Summaries of amateur races:

One-mile handicap—First heat won by P. F. Logan (25 yards); Matt Downey (35 yards), second; W. G. Holbrook (100 yards), third; W. S. Younie (40 yards), fourth. Time, 2:08.

Five-mile open—Won by J. A. McNeill; Pat Logan, second; L. A. Stoughton, third. Mile prize winners, Holbrook, Goyette, Rupprecht and Giles. Time, 12:52 2-5.

#### Team Race Feature at 'Frisco Meet.

Five out of the seven events on the card at the Ingleside track at San Francisco on June 5 were won by members of the Garden City Wheelmen, of San Jose, Cal. Their greatest victory was in the Australian ten-mile pursuit race, in which they defeated eight other teams. The teams, made up of three men each, were started an eighth of a mile apart and each one, upon being overtaken, dropped out.

The fastest mile of the day was made in 1 minute 22 seconds by Young, on a motorcycle. The day was cold and unpleasant for both riders and spectators. More than five thousand people witnessed the sport. The meeting was the first held in five years under the rules of the California Associated Cyclists, that organization having recently resumed jurisdiction over

track racing. The results in detail follow:

One mile novice—Won by B. Murphy, Garden City Wheelmen; H. M. Strohlein, New Century Wheelmen, second. Time, 2:51 2-5. Charles Harden finished first, but was disqualified for fouling.

One mile handicap—Won by W. C. Waibel, Garden City Wheelmen, scratch; F. H. McLaughlin, Bay City Wheelmen, second; Charles Long, Bay City Wheelmen, third. Time, 2:19 3-5.

Two-mile handicap—Won by F. H. McLaughlin, Bay City Wheelmen; Merie Gray, Garden City Wheelmen, second; Charles Long, Bay City Wheelmen, third. Time, 4:50 2-5.

Five-mile handicap—Won by P. Maggini, Garden City Wheelmen; L. Randall, Golden Gate Wheelmen, second; W. Steinman, Golden Gate Wheelmen, third; F. Rego, Golden Gate Wheelmen, fourth. Time, 12:49 2-5.

Australian pursuit race, ten miles, for the Cordes Cup, teams of three men each—Won by Garden City Wheelmen (W. S. Waibel, R. Dieffenbacher, J. R. Berryessa), time, 25:46 2-5; Angel City Wheelmen, of Los Angeles (Irving Pearne, F. Florentin, F. Y. Pearne), second, time, 26:17 2-5; Reno Wheelmen, third, time, 26:26; Bay City Wheelmen, fourth, time, 26:28.

Three-mile motorcycle race—Won by A. Young, New Century Wheelmen. Time, 4:28 2-5.

Five-mile motorcycle race—Won by C. L. Hill, Garden City Wheelmen. Time, 8:15. L. Beachery finished first in 8:06 4-5, but was disqualified on the ground of professionalism.

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This splendid sign measures 12 by 15 inches. It is highly polished and has hand engraved letters filled in with black enamel. It is not a "Cheap John" affair, but just the kind of a sign that gives tone to any store front. See illustration.

You can sell a lot of NEVERLEAK by giving the matter a little attention in the way of instructing your customers to inject it into their tires at once, instead of waiting until a puncture occurs.

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### Wheelmen Will Arrest Wheelmen.

The Associated Wheelmen of St. Paul, at a recent meeting, decided to cause the arrest of at least six bicycle riders caught using the paths without licenses, and to prosecute all persons driving on the paths or allowing their cattle to tramp on them. The first measure was resorted to in order to compel persons riding bicycles to purchase tags, and the second to protect the paths, which in some sections of the city have almost been obliterated.

Only 3,200 licenses have been issued so far were sold, and members of the Associated Wheelmen's organization declared that if bicycle riders are to be made to realize the necessity of having licenses a number of men must be arrested and fined. The six special policemen of the Wheelmen's association were instructed to arrest all bicycle riders without tags found on the paths.

The condition of the outlying paths, many of which are impassable, was declared to be due to cattle tramping on them, and measures will be taken to compel owners of cattle to keep them off the paths. The names of owners of cattle found on the paths will be learned and warrants will be sworn out against them. It was decided to print and post two hundred placards warning persons against the improper use of the paths.

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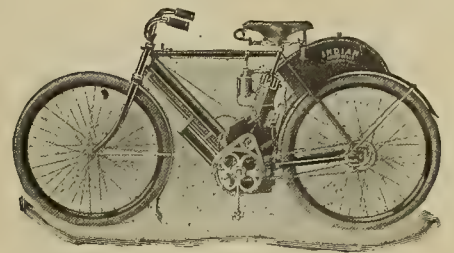
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## THE INDIAN WINS.



First an almost clean sweep in the New York hill climbing contest. Now a decisive victory in the

## BUFFALO 50 MILES ROAD RACE

on June 11th

which was won by A. S. Noonan, Rome, N. Y. on an Indian in

# 1 H., 11 M. 30 S.,

an average of 1:26 per mile.

## AND AGAIN

were the "Clamorous Claimants," the "just-as-goods," the road locomotives and the "baby elephants" conspicuous chiefly by their absence or by their defeat. Why?

If the Indian's performance does not speak for itself,

## ASK INDIAN RIDERS

At San Francisco June 5, Indians captured 5 out of 6 events.

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461 Mission St., San Francisco, Cal.



### Fisher and His Fountain Pen.

The bicycle business has witnessed many changes in its readjustment of conditions, many of the men whose names were once familiar having drifted to other fields of effort. It must be said of the men who made the bicycle business that they seem to have retained all of the energy characteristic of them, and, with riper experience, have made even greater success in their later ventures; Harry Fisher is one of them. Years ago his name was a familiar one on the track, where he won an enviable place, and in the trade through his connection with the Gendron Wheel Company, of which his father, Mr. George Fisher, was president. A *Bicycling World* man who dropped into the Conklin Pen Company's office at Toledo last week to get his pen fixed, found, much to his surprise, Mr. Fisher holding down the managerial chair, and also found that the success of the Conklin fountain pen has been largely due to his untiring efforts; to-day many of his former business acquaintances in the trade doubtless carry this useful article, without knowing that Mr. Fisher is the man in control of the company which make it. Of the Conklin pen it may be said that it is about the most satisfactory article of its kind on the market, its self-filling feature insuring a degree of cleanliness unknown in the old-fashioned type of pen. To those of the bicycle trade or in any line of business the Conklin pen is practically indispensable, when once use has made its value familiar.

### The Week's Patents.

761,927. Cooling device for explosive engine cylinders. Charles E. Van Norman, Springfield, Mass. Filed August 13, 1903. Serial No. 169,345. (No model.)

Claim.—1. An engine cylinder having a plurality of sockets in its outer wall, and a plurality of radially arranged projections, each having an end seated in one of said sockets, each projection consisting of a tubular body open throughout its entire length, and a side opening in said body communicating with the interior thereof and extending from the engine cylinder to the outer end of the projection.

761,974. Yielding connection for driving gear. Axel Levedahl, Aurora, Ill., assignor to Aurora Automatic Machinery Company, Aurora, Ill., a corporation of Illinois. Filed February 15, 1904. Serial No. 193,597. (No model.)

Claim.—1. A wheel comprising two annular, concentric members, one of which forms the peripheral and the other the central part of the wheel, and the meeting margins of which overlap each other, said members being provided with opposed, annular grooves, friction ring interposed between said members and engaging said grooves, and means for clamping together said members.

762,232. Bicycle amusement apparatus. Thomas W. Eck, New York, N. Y., assignor to Arthur T. Prescott, New York, N. Y. Filed January 6, 1904. Serial No. 187,910. (No model.)

Claim.—1. An amusement apparatus comprising a whirl made up of a plurality of frames secured one to another, each frame

### Veteran Who is Still Enthusiastic.

"I am just as enthusiastic on the bicycle question as ever," writes J. E. Harder, dealer in guns, bicycles, etc., at Clearfield, Pa., in renewing his subscription to the *Bicycling World*. He adds:

"I have never let my interest die down, not for a season or any part of a season. My membership in the L. A. W. has never lapsed; my number is 312, and I joined about 1882. If you could see the ads. we are paying for up here you would know we are doing all we can to bring bicycling up to what it was in former years."

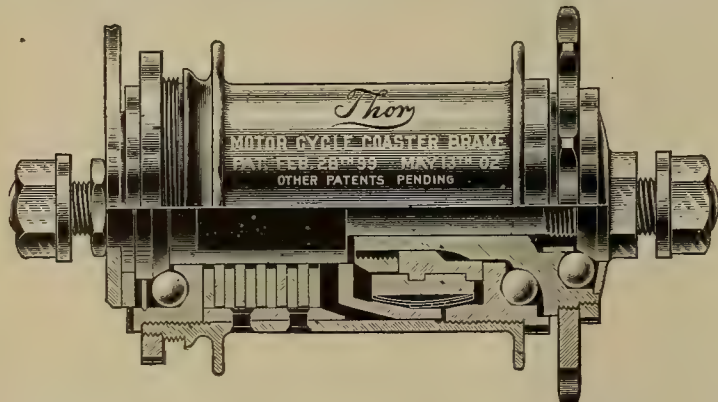
Mr. Harder is indeed one of the "good old standbys." He was a delegate to the L. A. W. board of officers at the meeting in the Grand Union Hotel, New York, in 1887, and a delegate to the national assembly at St. Louis the same year. He was also a delegate to the national assembly at Baltimore in 1895. Mr. Harder has ever been a supporter of the racing game, and it was he who started Billy Rhoades in the 100 mile race at Clarksville, Mo., on a Victor.

At a recent meeting of the Clifton Wheelmen, of Baltimore, Md., held at the clubhouse, Broadway and Oliver street, the following officials for the ensuing year were elected: President, W. J. Porter; vice-president, George D. Claridge; treasurer, E. J. Meehan; board of governors, W. J. Porter, E. J. Meehan, H. W. Cave and George Armor.

# THOR



INSIST ON HAVING  
THE VERY BEST.



AURORA AUTOMATIC MACHINERY CO.  
AURORA, ILL.

New Catalogue, Motor Cycle and Cycle Parts on Request.

"The Busy Man's Train."

Appropriate in Its Name,

Appropriate in Its Route,

Appropriate in its Character—

**"The 20th CENTURY LIMITED."**

This is *The* century of all the ages.

The New York Central's—Lake Shore 20-hour train between New York and Chicago (the two great commercial centers of America) is *The* train of the century and is appropriately named

**"The 20th CENTURY LIMITED."**

A beautiful etching of this train printed on plate paper 24 x 32 inches ready for framing will be sent free to any address on receipt of 50 cents, by George H. Daniels, General Passenger Agent, Grand Central Station, New York.



# The Bicycling World

## AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, June 25, 1904.

No. 13

### JOBBER'S IN SESSION

**"Outsiders" and Makers Express Views  
and N. C. T. A. Defines its Position—  
Kelsey Elected President and Names  
Classification Committee.**

While it opened as tamely and was as lacking in animation as the Republican convention at Chicago, the three-day convention of the National Cycle Trade Association, which began on Wednesday in this city, gathered warmth overnight, and on Thursday was as earnest and as interesting as could be wished for.

The proceedings were inaugurated in the forenoon of Wednesday by a meeting of the executive committee, at which four members of the committee whose terms had expired were elected to succeed themselves, viz., A. J. Holmes, Farwell, Ozmun & Kirk, St. Paul; W. L. Beckley, Beckley-Ralston Co., Chicago; C. L. Kelsey, Kelsey Co., Buffalo, and Eugene Arnstein, Chicago.

In the afternoon at the Cosmopolitan Hotel occurred the joint meeting of the jobbers and manufacturers. It was supposed that something of interest would occur, but it did not. There was an unexpectedly large attendance, but, save to applaud the three gentlemen who addressed the meeting, Messrs. Charles Z. Tryon, who handled his subject, "The Artificial in Business," easily and well, F. C. Gilbert, who dealt with "Popularizing Bicycle Riding," and T. James Farnley, secretary of the National Hardware Association, who explained its workings, the session was devoid of life. Nearly every one present seemed tongue-tied. It appeared a case of "one's afraid and the other darsn't." Jobber looked at manufacturer, and manufacturer at jobber, and said nothing. They were chary about saying even "Aye" or "Nay" when called on to vote, the following resolutions being adopted by the weak vocal utterances of not more than half a dozen of those present:

Resolved, In that it is impossible for the jobbing trade to conduct its business without granting a spring dating on cycle goods to its customers, that a request be made on the rubber manufacturers that they, in preparing their arrangements for the coming

season, provide for a dating not exceeding April 1, 1905, to be granted to the jobbing trade.

Resolved, That it is the sense of this meeting that jobbers' prices should be extended to jobbers only.

Resolved, That a classification committee of eighteen, composed of three bicycle manufacturers, three coaster brake manufacturers, three tire manufacturers, seven jobbers and the president and secretary-treasurer of the N. C. T. A. be appointed by the president to formulate a list of those entitled to jobbers' prices, ten votes being necessary to place any name on the list.

Resolved, That it is the sense of this meeting that catalogues, price lists or other advertising matter reaching the rider should not quote net trade prices.

(Continued on Next Page)

### Cole Organizes Oil Company.

George W. Cole having disposed of his interests in the company that bears his name and that makes the well known 3-in-One lubricant, has organized and incorporated the Cole Many-Use Oil Company, with offices at 113 Chambers street, this city. Cole is its president, W. A. Graham, vice-president, and G. A. Graham, secretary-treasurer. Cole's oil will, of course, be suitable for lubricating bicycles, among many other things.

### The Long Absent Fries Returns.

J. Frank Fries, whose health became so impaired a few weeks before the failure of his concern, the Day Manufacturing Company, Buffalo, that a sea voyage and a long stay in Europe was made necessary, has returned to Buffalo. All trace of his sudden illness appears to have vanished, and meanwhile the bankruptcy court has finished with the Day affair.

### Two New Saddles Coming.

C. A. Persons, of the Persons Manufacturing Company, who was in New York this week mingling with the jobbers, reports that he has two new Persons saddles under way for the 1905 trade; they are so far advanced that they will be ready for exhibit early next month.

### Tire Men go Abroad.

H. O. Smith, president of the G & J Tire Company, sailed for Europe last week. Howard E. Raymond, general sales manager of the B. F. Goodrich Company, sailed on Thursday last.

### TWO SPEEDS FOR ALL

**New Device Ready that may be Applied  
to any Chain Bicycle, New or Old—  
Includes a Coaster Brake, also.**

By long odds, the most important cycling innovation of a mechanical nature to be launched in very many years is almost ready for marketing by the Standard Spoke and Nipple Company, of Torrington, Conn. It is nothing less than the long expected two speed, automatic coaster brake adaptable to any brand of chain driven bicycle, old or new.

At this time the Standard people are not ready to go into details, but it is known that not only the two speed mechanism but the coaster brake parts are all contained within the same rear hub, which differs little in size and appearance from the coaster brakes now in use. It is said to be wonderfully simple, as may be gleaned from the fact that the hub rotates at all times upon one pair of bearings—precisely as does an ordinary hub; the bearings are unaffected by the operation of the speed mechanism or the brake; the power is applied to sprocket and used direct from same, the high and low speeds operating independently of brake and without stopping the wheels. The change of gears is quick and positive, and the brake may be applied from high or low without changing speed. The mechanism permits the wheel to run as freely backward as forward.

The Standard Spoke and Nipple Company have been testing the device for almost a year, and it has stood up so well and performed so satisfactorily under the severest usage that they are able to place it on the market with the greatest confidence. Their reputation for conservatism and the great wealth behind the company are additional factors that will commend the device to instant and favorable notice, the demand for which should be large and immediate; it certainly comes close to filling a long felt want. The catalogue is now on the press, showing how ready is the device for marketing; it is said that it will be sold at what may well be termed a popular price,



## JOBBER'S IN SESSION.

(Continued from preceding page.)

After the adoption of the resolutions silence ensued. C. L. Elyea, of Atlanta, Ga., suggested that some of the manufacturers present might have something they wished to say concerning the workings of the association; if they had it, they held it well down in their throats. Again silence fell. President Leng then directly called on R. D. Webster, of the Eclipse Machine Company, to make himself heard. Webster seemed bashful, but remarked that he had been "interested in and gratified by the conduct of the organization," that "if it had not accomplished as much as desired it had done something and should keep up the good work." W. J. Surre, of the Corbin Screw Corporation, half whispered that his company was in "high accord" with the association. (More silence). James Fentze, New ark, Ohio, wanted the manufacturers to express an opinion regarding restrictive prices. (More silence.) Finally G. W. Cole arose and remarked that "our prices are uniform to all jobbers." (Silence, and still more of it). The earnest Georgia jobber thought that the manufacturers should submit plans for future working if they had any; he did not wish the meeting to adjourn without action of some sort. (More silence). W. A. Graham relieved the tension by outlining the plans for the entertainment of the visitors. Adjournment followed a vote of thanks proposed by D. J. Post, of the Veeder Manufacturing Company.

During the night something happened. Possibly the spirit of Elyea fired his fellows; at any rate, it was decided to attempt to "get action" of some sort, and a hurry call for another joint meeting of makers and jobbers the next morning went out. It did not reach every one, but a goodly number answered it and an animated session resulted.

The object of the meeting appeared a determination on the part of the jobbers to have the manufacturers commit themselves definitely regarding restrictive prices. In this they were largely successful the questions being plainly put.

Among the manufacturers' representatives who spoke were Messrs. Stewart, B. F. Goodrich Company; C. F. U. Kelly, Continental Rubber Works; W. H. Graham, New Departure Manufacturing Company, and F. E. Castle. The jobbers who took the most active part in the discussion were C. L. Kelsey, William Spalding and W. H. Grover.

There was some wriggling done in the speech making, but when the matter was put to a vote the meeting went on record as being in favor of restricted prices, the vote being 20 to 3. The three negative votes were those of the three "recalcitrant" New York jobbers, as they were termed, who are not members of the association.

The committee—C. L. Kelsey, C. L. Elyea and F. I. Willis—appointed to suggest plans whereby manufacturers be requested to sell their products to the jobbing trade—recom-

mended that makers of "all standard articles (these words were capitalized) be requested to adopt a contract with a uniform clause establishing a minimum selling price by the jobbers," and that for violation of the minimum figure the offending jobber be refused, directly and indirectly, other goods until the classification committee reports the reinstatement of the offender. The committee also recommended that jobbers agree to support "as far as possible" only such manufacturers as agreed to these conditions. The committee figured that the average cost of doing business is 12 and 14 per cent of the selling prices, without interest on investments, and asked that makers base their selling prices accordingly.

On Thursday afternoon, one of the most interesting sessions of the series occurred. It was in the nature of a heart to heart talk between the members of the association and the "outside" jobbers—chiefly E. J. Willis, Andrew Wilson, George W. Nock and a full-faced individual whom his intimates addressed as "Adolph," and who was recognized as the head of a concern that makes a specialty of selling at queer prices un-"seized goods seized for storage charges" and advertising the collapse of mythical factories in order to make its prices appear plausible. During the course of the meeting, when the suggestion was being debated that all jobbers name uniform prices in catalogues and then quote any figure they pleased, "Adolph," who favored its heartily, expressed himself characteristically.

"That's right," he exclaimed. "Let the seeming price be a lie—or almost a lie," he added quickly, as if he feared he had spoken too plainly.

E. J. Willis opened the discussion. Speaking, he said, for himself, Wilson and "Adolph," he opposed the plans of the association. He said they knew best what they wanted, and thought that large buyers should be left to themselves and, in buying and selling be permitted to be guided by circumstances and the size of orders, although all might agree upon and print one price to be known as the long price, the association to agree on the prices and submit them to the manufacturers.

Mr. Wilson, who followed Willis, and who took a conspicuous part in the proceedings, was very earnest, very outspoken, very emphatic. He did not hesitate to punctuate his remarks with vigorous "damns." He suggested a minimum price of \$3 for tires, regardless of brand, but denounced catalogues roundly. He said no two quoted the same price on the same article, and that dealers simply obtained all of them, picked out the lowest prices of the various articles, and when the travelling salesman called, simply used the catalogue as a club to force the salesman to quote lower than the lowest printed price. Wilson said he had never issued a catalogue and never would issue one.

"Let all manufacturers insist on all jobbers publishing one price," suggested the

specialist in selling "unsiezed goods for storage charges. "They can give out another one."

"With the knowledge general that the printed price was made only to be cut, the objects of this association would be defeated," urged Elyea, who was backed by the Ohioian, Fintze, who said pertinently that he had sold as many coaster brakes this year at full prices as when the price had been generally cut. "Why?" he asked, and added, "Why print a price if it means nothing?"

"It's the least of two evils," ventured the "Unseized One."

"Isn't it better to do \$50,000 worth of business at 20 per cent than \$100,000 worth at 5 per cent?" asked Elyea. "Is 20 per cent too high?"

"No!" "No!" "Its not enough!" came from a half dozen men.

"Then, why do you sell for less?" persisted the Georgia jobber.

The Unseized One remarked that prices would be cut in spite of any agreement, and Mr. Kelsey, whom President Leng had appointed chairman, gave his views.

"If any man comes into my territory and sells goods at a loss," he said, "I do not have to meet him. I know that he will not be in business forever."

Wilson was very vehement in his stand against promises, agreements and restricted prices. He said he respected agreements and promises when he made them, "but when you put a good promise against one that isn't worth a damn, it's like putting good money against the counterfeit article." "If you play cards with a man that cheats while you are playing a straight game, you'll lose every time; and it's the same in business," he asserted. He himself would make no promise to any one; he would do without the goods first. He meant to be free to put the knife into any one that put the knife into him. The restricted price Wilson likened to prohibiting a child from doing a particular thing. "If you would have him do it," he said, "the surest way is to keep on telling him not to do it; and man," he added, "is but a big child. Persist in telling him not to cut a price and he'll do it sure."

The silver-haired "outsider" from Philadelphia, George W. Nock, had listened and said nothing until Chairman Kelsey called on him. He sized up the situation as one of "mere honesty among ourselves." He remarked, however, that it seemed to be the object of some men to do business in any way, regardless of cost or effect.

This precipitated a general discussion as to the cost of doing business, and the ratio of fixed charges. It seemed the general sentiment that the amount of fixed charges increased as the volume of business increased. "Adolph, the Unseized" was about the only dissenter. When his statement was doubted, he pointed to his more or less illustrious self. "I know," he said convincingly, "I started business with two second wheels," referring probably to his second



start, as he made no reference to his interesting experience as a dealer in lumber.

The meeting was more interesting than fruitful. It accomplished nothing save that interchange of ideas and opinion that is always of value to the individual. When an effort was made to introduce a resolution, Mr. Wilson said he understood that he was attending merely a conference of the trade, not a meeting of the association. If it was sought to introduce resolutions he would take his departure. The chair ruled the point well taken.

At the meeting of the association which followed the E. J. Willis proposal of one price for all catalogues and any price by letter or salesman was rejected, and it was unanimously resolved that "all members present desire the sale of certain standard articles at certain restricted contract prices and that manufacturers be requested to continue the system of restricted contract prices in use this season."

In reporting this resolution to the final meeting on Friday the committee—Messrs. Elyea, Leng and W. S. Roby—defined the jobbers' position even more clearly.

"The members of this association do not ask for the Detroit plan or any other particular plan," stated the report, "but simply desire restricted contract prices on the standard goods which have been heretofore sold under restricted contract prices or on other articles which manufacturers may desire to include."

The annual election occurred at the meeting of the executive committee on Friday.

President Leng declined re-election, stating that having served two terms he felt in rotation of the office was desirable. C. L. Kelsey, of the Kelsey Co., Buffalo, was therefore chosen to fill the position. He had presided at several of the meetings and proved that he is not only a clear thinker and speaker, but knows how to handle the gavel. The other officials were all re-elected, making the composition of the association as follows:

Charles L. Kelsey, president; George T. Robie, first vice-president; Brace Hayden, second vice-president; Charles T. Turner, third vice-president; Charles J. Schmeltzer, fourth vice-president; A. M. Scheffey, secretary and treasurer.

Executive Committee—Eugene Arnstein, Chicago, Ill.; W. L. Beckley, The Beckley-Ralston Co., Chicago, Ill.; Charles H. Turner, Albany Hardware and Iron Co., Albany, N. Y.; William H. Harrah, Harrah & Stewart Mfg. Co., Des Moines, Ia.; Brace Hayden, Dunham, Carrigan & Hayden Co., San Francisco, Cal.; A. J. Holmes, Farwell, Ozmun, Kirk & Co., St. Paul, Minn.; C. L. Kelsey, the Kelsey Co., Buffalo, N. Y.; Charles W. Leng, John S. Leng's Son & Co., New York City; E. J. Lloyd, the Bindley Hardware Co., Pittsburg, Pa.; W. H. Coles, the McIntosh Hardware Corporation, Cleveland, Ohio; George T. Robie, Excelsior Supply Co., Chicago, Ill.; William Sauter, Edw. K. Tryon, Jr. & Co., Philadelphia, Pa.; C. J.

Schmeltzer, J. F. Schmeltzer & Sons Arms Co., Kansas City, Mo.; William Spalding, Spalding & Co., Syracuse, N. Y.; F. I. Willis, H. T. Hearsey Vehicle Co., Indianapolis, Ind.

The final meeting—a joint one of makers and jobbers—followed the election. It was called to order by the new president, C. L. Kelsey, who announced the appointment of two important committees.

President Kelsey announced the formation of the classification committee as follows:

Howard E. Raymond, B. F. Goodrich Co., Akron, Ohio; W. B. Miller, Diamond Rubber Co., Akron, Ohio; H. O. Smith, G & J Tire Co., Indianapolis, Ind.; R. B. Ransom, Consolidated Mfg. Co., Toledo, Ohio; George A. Pope, Pope Mfg. Co., New York, N. Y.; W. A. Graham, New Departure Mfg. Co., New York, N. Y.; W. J. Surre, Corbin Screw Corporation, New Britain; G. T. Robie, Excelsior Supply Co., Chicago; Brace Hayden, Dunham, Corrigan & Hayden Co., San Francisco, Cal.; W. T. Harrah, Harrah & Stewart Mfg. Co., Des Moines, Ia.; A. J. Holmes, Farwell, Ozmun, Kirk & Co., St. Paul, Minn.; George Collister, Collister & Sayle, Cleveland, Ohio; C. L. Elyea, Alexander-Elyea Co., Atlanta, Ga.; C. W. Leng, John S. Leng's Son & Co., New York, N. Y.; C. L. Kelsey, The Kelsey Co., Buffalo, N. Y.; A. M. Scheffey, secretary N. C. T. A.

In announcing these appointments Mr. Kelsey stated that with all branches of the trade represented, there should be no trouble in formulating the list of jobbers to whom the jobbers' prices should and would be extended. It was expected that all manufacturers would abide by the committee's decision. If they fail to do so and quote prices to others, "we can impose no penalty," said Mr. Kelsey, "but—well, they will incur the ill will of some, if not all, of our members who will use no more of their goods than they are compelled to use."

The Grievance Committee will be composed of Charles W. Leng, John S. Leng's Son & Co., New York; George C. Strauss, Joseph Strauss & Co., Buffalo, N. Y.; E. J. Lloyd, Bindley Hardware Co., Pittsburg, Pa.; Gordon Beckley, The Beckley-Ralston Co., Chicago, Ill.; A. J. Holmes, Farwell, Ozmun, Kirk & Co., St. Paul, Minn.; Brace Hayden, Dunham, Carrigan & Hayden Co., San Francisco, Cal.; E. T. Weiant, Consolidated Supply Co., Denver, Col.; J. F. Richards, Richards & Conover Hardware Co., Kansas City, Mo.; C. L. Elyea, Alexander-Elyea Co., Atlanta, Ga.

The dinner at Cafe Martin on Thursday evening was an enjoyable affair; there were no speeches, the diners leaving the table to go direct to the Broadway Theatre to witness "The Yankee Consul." On Friday, after all business affairs had been disposed of, Coney Island was visited, where the magnificence of Luna Park and Dreamland opened wide the eyes of not a few of the visitors.

Among those present at one or the other

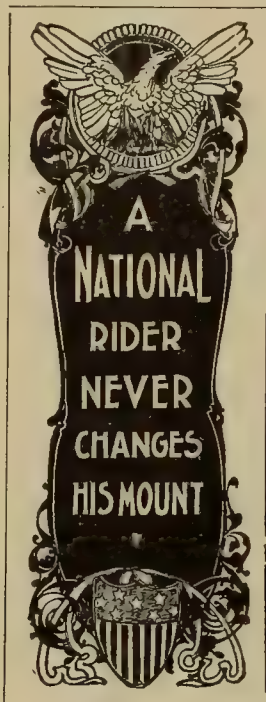
or all of the several meetings were the following:

D. J. Post, the Post & Lester Co., Hartford, Conn.; E. J. Willis, New York; Lewis J. Keck, Badger Brass Co., New York; D. B. Nally, Pennsylvania Rubber Co., New York; Jesse Froehlich, Pennsylvania Rubber Co., New York; Chas. T. Wilson, the Wilson Co., New York; Harry C. Lee, Bridgeport Gun Imp. Co., New York; A. Seipel, Bridgeport Gun Im. Co., New York; F. Y. Stewart, the B. F. Goodrich Co., New York; Harris Parker and B. S. Keefer, Standard Spoke and Nipple Co., Torrington, Conn.; W. P. Crary, Twentieth Century Mfg. Co., New York; F. E. Castle, New York; W. J. Surre, Corbin Screw Corporation, New York; C. W. Griswold, Corbin Screw Corporation, New York; F. W. Walters, Pennsylvania Rubber Co., New York; F. A. Wilcox, Pennsylvania Rubber Co., New York; C. A. Hoagland, John H. Graham & Co., New York; Wm. A. Graham, John H. Graham & Co., New York; Thos. J. Wetzel, National Cement and Rubber Mfg. Co. and Baldwin Chain Mfg. Co., New York; S. A. Randolph, the Diamond Rubber Co., Akron, Ohio; Chas. L. Elyea, Alexander-Elyea Co., Atlanta, Ga.; James Fintze, Hoover-Ball Co., Newark, Ohio; D. L. Spraker, Kokomo Rubber Co., Kokomo, Ind.; H. Mesinger, H. & F. Mesinger Mfg. Co., New York; C. L. Kelsey, the Kelsey Co., Buffalo, N. Y.; F. N. Stevens, Stevens & Co., New York; Geo. C. Strauss, Jos. Strauss & Son, Buffalo, N. Y.; F. C. Gilbert, Pope Mfg. Co., Hartford, Conn.; H. V. Dodge, New York; R. D. Alliger, Jr., Bradenburg Bros. & Alliger, New York; Wm. V. Sauter and Chas. Z. Tryon, Edw. K. Tryon, Jr. & Co., Philadelphia, Penn.; Ralph D. Webster, Eclipse Machine Co., Elmira, N. Y.; W. S. Gorton, Standard Welding Co., Cleveland, Ohio; James B. Pratt, J. S. Leng's Son & Co., New York; Chas. S. Persons, Persons Mfg. Co., Worcester, Mass.; Louis Schwab, Newark, N. J.; R. W. Sampson, P. H. Fryson, R. R. Harris, H. S. White, Shelby Steel Tube Co., Pittsburg, Penn.; J. B. Tucker, Sidney, Ohio; R. G. Betts, Bicycling World, New York.

Charles F. U. Kelley, Continental Rubber Works, Erie, Pa.; E. J. Lloyd, Bindley Hardware Co., Pittsburg, Pa.; Lee Ephraim, Buffalo Tire and Rubber Co., Buffalo, N. Y.; J. T. Wherett, New York City; William H. Grover, Norfolk, Va.; E. S. Fretz, Light Mfg. and Foundry Co., Pottstown, Pa.; George W. Neck, Philadelphia; F. H. Russ, Buffalo, N. Y.; Fred I. Willis, H. T. Hearsey Vehicle Co., Indianapolis, Ind.; W. E. Pitzel, Progressive Cycle and Auto Co., New York City; C. A. Higmore, Mfrs. Supplies Co., Philadelphia; P. R. Robinson, New York Sporting Goods Co., New York City; W. H. Burgess, A. G. Spalding & Bros., New York City; William Spalding, William Spalding Co., Syracuse, N. Y.; W. McCallister, Baltimore, Md.; T. James Fernley, National Hardware Association, Philadelphia; William F. Remppis, Reading Standard Cycle Mfg. Co., Reading, Pa.; G. W. Cole, Cole's Many-Use Oil Co., New York City; John N. Willys, Elmira Arms Co., Elmira, N. Y.; G. E. Hamman, Eagle Bicycle Mfg. Co., Torrington, Conn.; G. H. Barnes, Barnes Tool Co., New Haven, Conn.; David H. Cox, Cox & Spencer, Rahway, N. J.; F. A. Parker, F. A. Baker & Co., New York City.



# WHEREVER THEY ARE RIDDEN THEY WIN



"Dunedin, New Zealand, May 20th, 1904.

"Dunedin road race won by Melville on a National against a large field."

**NATIONAL CYCLE MFG. CO.,**  
BAY CITY, MICH, U. S.A.

Makers of Bicycles  
for Winners.

## DEALERS ASK WHY FISK TIRES DO NOT PUNCTURE AS EASILY AS OTHERS.



### BECAUSE

They are made of new rubber and special made fabric, which gives resilience and strength.

Quality is never questioned.

One only, THE BEST.

If you want satisfied customers, buy FISK Line of Bicycle, Motor Bicycle, Carriage and Motor, Single or Double Tube.

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DENVER.  
LOS ANGELES.

**FISK RUBBER COMPANY,**  
Chicopee Falls, Mass.



# THE BICYCLING WORLD

FOUNDED 1877  
and MOTORCYCLE REVIEW

In which is Incorporated  
"The Wheel" and the "American Cyclist."

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By  
**THE GOODMAN COMPANY**

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General Agents: The American News Co., New York City and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, JUNE 25, 1904.

## "Jonahs."

As most tradesmen know, there are "Jonah" machines and "Jonah" riders. Taken separately, they are bad enough; but in conjunction they are enough to drive even the more optimistic to despair. Dealers sometimes have customers who make their lives miserable, and whose loss would be welcomed as a relief were it not for the pride they take in satisfying even the most exacting or most unlucky. And there are machines—sometimes all of a certain make, sometimes only one machine of that make here and there—which give continual trouble until they find their way to the scrap heap.

With the "Jonah" rider it sometimes suffices to change his mount to give relief. Another make of machine, although it may be no better than the one which gave trouble, sometimes breaks the spell of misfortune and makes both the rider and the dealer happy. There are times, however, where the trick does not work and the "Jonah" goes

his way, making havoc with the reputation of the second machine, just as he did of the first. Sometimes he will smash it so utterly and completely that that particular machine will never be fit for service again. Again, he will have little things continually happening to him—wheels get out of true, bearings refuse to adjust properly or to stay adjusted, chains refuse to glide smoothly and quietly over the sprocket wheels, saddle or handle bar adjustments fail to hold securely—these or a dozen other things may occur, although the dealer knows well that scores of other riders are using the same machine without experiencing any of these unpleasant happenings.

Some dealers frankly declare that the game is not worth the candle, that the best way is to induce, by more or less indirect methods, the "Jonah" customer to transfer his patronage elsewhere. Others deem it better policy to stick to their guns and bear with the unfortunate one until he mend his ways. The worse the trials which they go through the greater their triumph if they succeed in satisfying the hitherto unsatisfied one.

## Good Signs.

Instances, many of them of little importance alone, but illuminating and encouraging in the aggregate, multiply in support of the theory that the turn of the cycling tide has really come.

The amount of riding that is being done by the young people of both sexes has been commented on a number of times in these columns. As the season advances it shows no signs of diminishing. The number of school boys and girls who ride bicycles to and from school is enormous by comparison with previous years, and of very creditable proportions in itself. It is both interesting and gratifying to note, further, that when school is dismissed the machines are requisitioned for rides to or through the parks, either to get to a desired destination or for the purpose of a pleasure ride alone. Many of these youngsters formerly rode in trolley cars or walked. Their present means of transportation is bicycles, some of them old, shabby and worn, but a number of them spick and span in their shining nickel and glossy enamel.

Another sign of the times is the reappearance of cyclists out for an evening ride. This is most significant of all, for it pertains to the purely pleasure use of the bicycle which was so marked a feature almost a decade ago. Who of us is there that does not remember the time when the urban streets and

boulevards, the suburban roads and the parkways, were thronged with hundreds and thousands of cyclists, riding the long, pleasant summer evenings through? The utter disappearance of this feature of cycling life did more than anything else to bring into strong relief the collapse of the boom.

At present there is discernible only the first faint indications of a return to this phase of the pastime. But it is unmistakable. For a month past we have been impressed by seeing parties of twos or threes or fours, made up of young people of both sexes, riding along asphalt or macadam streets and roads or in the parks, chatting and laughing and plainly out for an evening's diversion. One swallow does not make a summer, nor will a few parties of this kind bring about another cycling boom. But it is a good sign, and, taken in conjunction with so many others, it argues a genuine revival of interest which is certain to have an invigorating influence on the pastime.

## Rental Bicycles.

Perhaps no phase of the bicycle business was so thoroughly exploited and hopelessly discredited as the hiring branch of it. None of the manifold evils or abuses which have been so much criticised—not trading-in or instalment sales or the indiscriminate giving of credit, although they may all have been productive of more extreme losses—has been so utterly without a defender or fallen into such total disuse as the practice of hiring. For years scarcely a dealer could be found to say one word in support of it, or to even think of resuming it.

Yet it were a rash man who will even now contend that the word *finis* has been written in regard to hiring. At its worst there was something good to be said of it. As with everything else complained of in the trade, it was the abuse of hiring, not the practice itself, which wrought the harm complained of. In itself, properly—that is, intelligently—looked after, it was good and profitable business. The rates ruling almost everywhere were adequate, and should, if adhered to, have proved remunerative. In not a few cases they did so, and a number of dealers to this day look back with regret to the causes which obliged them to relinquish this branch of their business—this cause being, in almost every case, the reckless competition of foolish rivals, who cut rates and hired machines to any Tom, Dick or Harry—or their feminine counterparts—who happened to come along. It is small wonder that such



a suicidal policy killed the goose which was diligently engaged in laying golden eggs for the dealers who were shrewd enough to keep it at work.

But what is past is past, and it is the future which concerns us now. Daring as the assertion may seem, there are to be found dealers who contend that there is profit in hiring right now, and that it will be better this year than it was last, and better next year than this.

The increase in new riders, and, to a lesser extent, the reappearance of old ones, makes for this betterment, they say. Interest in cycling is reviving, and the desire to ride grows stronger daily. There are many people who feel this desire stirring within them, yet who would not go to the length of buying a machine without in some way assuring themselves that the pleasure they would receive from the pursuit of cycling would repay them for their outlay. Yet such people do not receive the slight encouragement necessary, for there are few places where they can hire a good machine and test the matter for themselves.

We believe that it would be a paying investment for dealers—especially if they are in localities where pleasure seekers are likely to congregate—to set aside from one to half a dozen machines of high class, keep them in absolutely flawless condition and hire them to a desirable class of patrons. Such machines should be thoroughly modern—equipped with coaster brakes and, preferably, cushion frames and similar devices—so as to emphasize the difference between them and the old crocks that are usually hired or which old riders are wont to associate with cycling. Closely watched and carefully managed, a department of this sort would not only pay a profit on the investment, but it would effect sales that otherwise would never be made.

#### Selection of Gears.

In deciding on a gear it should be remembered that all that is possible is to effect a good compromise. The gear that is just right on the level or down hill will be too high for comfort on the upgrades, and vice versa. Again, a high gear will push all right for a short ride, but the greater the distance travelled the harder the work will become. Another peculiarity is that when a rider is fresh, or when a hill is short and not too steep, a high gear goes all right, but fatigue soon sets in and the gear appears to increase in direct ratio to it.

## NOT INTERESTED, THEY SAY

### Continental Rubber Works Explain Their Attitude Apropos to Tillinghast Litigation.

The fight over the validity of the Tillinghast single tube tire patent has assumed an interesting phase. It was, of course, precipitated by the suit of the Single Tube Automobile and Tire Co. against the Equitable Distributing Co., Boston, for selling tires made by the Continental Rubber Works, Erie, Penn., which are claimed to infringe the well known patent, which infringement the Continental people stoutly deny.

They state in no uncertain language that they are prepared to defend themselves when attacked. As this was not the case in the suit in question, they feel that the language of the *Bicycling World* in reporting the institution of the suit against the Boston concern, has given rise to an erroneous impression. They state their case in the following communication, in which it is necessary to note the significant statement that the action against the Equitable Distributing Co. is one in which they (the Continental Rubber Works) are not interested:

"Always having had a high regard for the veracity of the statements contained in the *Bicycling World*, and believing that you are always willing to rectify any statements that are printed which might tend to be misleading through want of actual knowledge of the fact connected therewith, we respectfully call your attention to an article which appears in your issue of June 11, to the effect that 'the long expected suit of the Single Tube Auto. and Bicycle Tire Co. against the Continental Rubber Works, Erie, Penn., was filed this week in the United States Circuit Court in Boston, etc., and your heading states that 'The Single Tube Co. brings action against the Continental, charging infringement of the Tillinghast patent.' You also state that the suit has been brought, not against us, but against the Equitable Distributing Co., of Boston.

"For your information we will state that no suit has been brought against us, and therefore this statement is calculated to convey a wrong impression of the exact situation. Many threats have been made by advertisement and otherwise, but no action has been commenced in which we are interested.

"For the benefit of your readers and for the purpose of placing us in the right light we wish to advise you that the S. T. A. & B. Co. received a decision, rather doubtful, it is true, from the Circuit Court, First District, of Boston, and the records of this decision, which are open to anybody, show, as quoted in our advertisement, that a great deal of the important evidence in the case was not submitted; therefore the court in its jurisdiction gave their decision on the evidence placed before them.

"We are prepared to prove in court, whenever given the opportunity by the S. T. A. & B. T. Co., that we are not infringing their patent, and that, further, their patent is invalid. To threaten our customers produces no results for them, and in order to get a decision which would be of any benefit to them they have got to sue us, and we stand prepared, ready, willing and perfectly able to defend any such suit.

### Springfield's Revival Run.

In that home of old timers, Springfield, Mass., there was a bicycling revival and reunion last Sunday that was something for veterans to talk about for a long time to come. It was the "Old Timers Run" organized by the Massasoit Cycle Club, and never since the old tournament days, when Hendee, Howells, Prince and other cycling stars of international fame drew thousands of wheelmen to the Hampden Park mecca, has Springfield witnessed such a sight as when five hundred wheelmen swept down Main street. Wheeling two abreast, the line extended a mile or more, and in the van were a score of scorchers, who showed the enthusiasm they had a decade or two ago. At the head of the procession was "Lon" Peck, looking the same as he did twenty years ago, when he was known from the Atlantic to the Pacific as the most able conductor of races on two continents. Beside him rode another veteran of the wheel, ex-Mayor M. W. Whitcomb, of Holyoke, sixty-seven years old, and as devoted to his wheel as he was twenty-five years ago.

There was a back racking pedo-velocipede of the vintage of 1820, on which Captain Charlie Lynn did exhibition stunts; a Star, on which rode "Chub" Nelson, the well known sprinter and road rider of former years. R. C. Stephens, another of the old timers, heroically propelled a "Crypto."

The objective point was the "Shack" at Pleasant grove, the summer house of the Massasoit Club, a few miles down the Agawam shore of the Connecticut.

### Pope Wins Coaster-Brake Fight.

At least one of the two long drawn out fights over the Copeland coaster brake patents has been finally settled—the one in which the Wm. Robinson patent is in conflict. The victory rests with Copeland, who stands for the Pope Mfg. Co., the highest court, the Court of Appeals, having last week decided in his favor, as had done all the lower tribunals in the Patent Office from whose decisions Robinson successively appealed. The main point involved is the back-pedaling brake feature.

### Adds a Low Priced Toe Clip.

To meet the demand for a clip at a lower price than the Sager, the Standard Spoke and Nipple Company, Torrington, Conn., have added the Star toe clip to their line; it is made of spring steel, nickel plated, and is of attractive design and workmanship.



## ENDURANCE RUN ROUTE

## The Many Towns Through Which It Will Pass—Receptions on the "Homestretch."

Along the "homestretch" of the Federation of American Motorcyclists' Endurance Contest, it is probable that the competitors will receive a sort of conquering hero welcome.

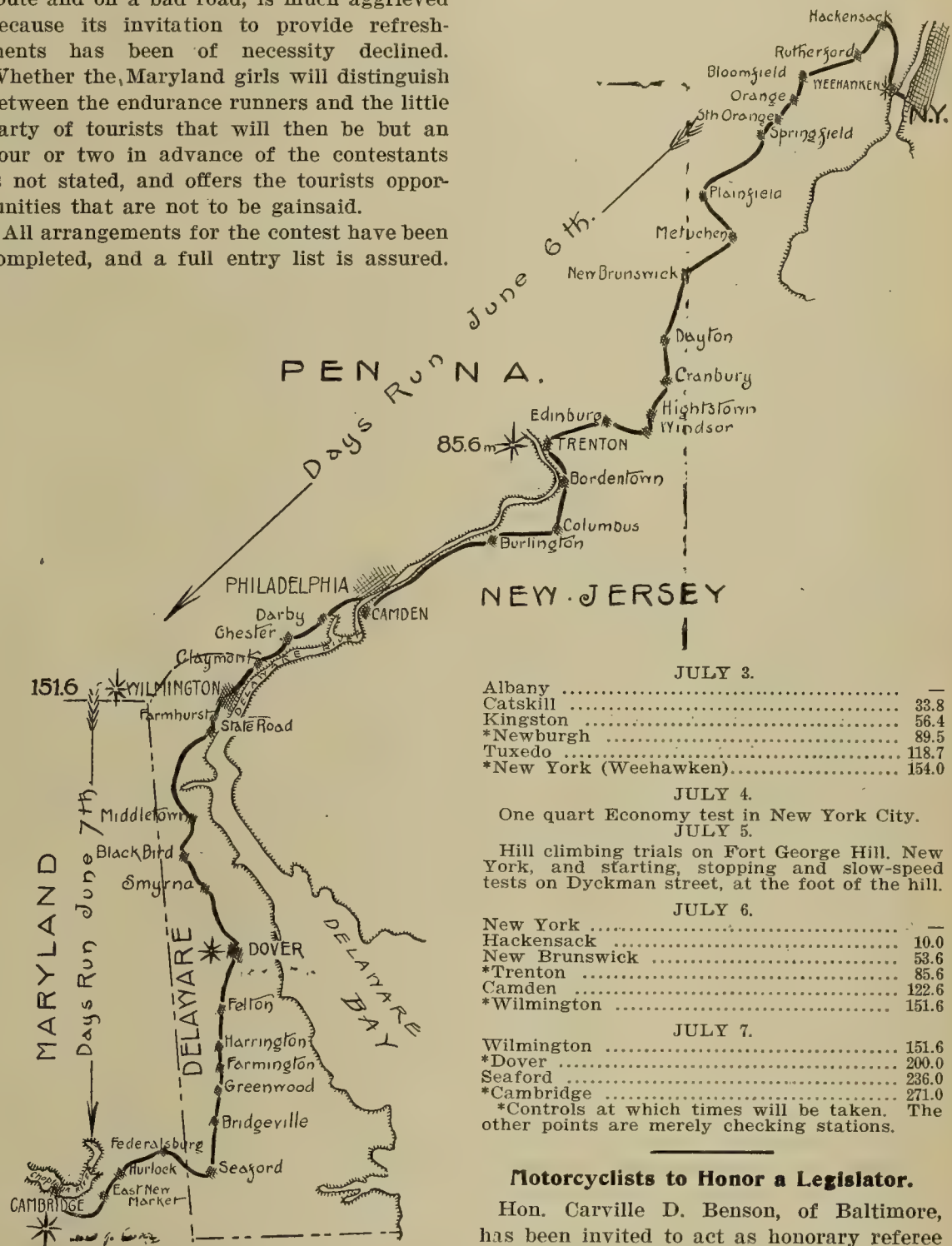
In lower Delaware, and in the country for



many miles around Cambridge, Md., where the contest ends on July 7, and where the annual meet of the F. A. M. begins the next day, the people are thoroughly aroused and are awaiting the motorcyclists with an interest that is sharpening as the day draws near. They are moving in a fashion

that shows the interest to be of a substantial nature, and that will result in a chain of refreshment stations at which good-looking girls will dispense cold lemonade, hot coffee, sandwiches, fruit and other refreshments to the participants in the contest. Hubert H. Wright, the moving spirit in Cambridge, sends word to this effect, and adds that one town that is two miles off the route and on a bad road, is much aggrieved because its invitation to provide refreshments has been of necessity declined. Whether the Maryland girls will distinguish between the endurance runners and the little party of tourists that will then be but an hour or two in advance of the contestants is not stated, and offers the tourists opportunities that are not to be gainsaid.

All arrangements for the contest have been completed, and a full entry list is assured.



The Indian and the Pope interests are represented in greater force than ever before, and the Reading Standard, the Light, the Yale and the Hercules have entered the lists for the first time.

In response to an inquiry, the committee has ruled that changes of gear for the economy test and the hill climbing and other trials will not be permitted. The committee very properly contends that as the contest is designed, among other things, to develop machines for all-around road use, changes of the sort to meet special situations, would defeat the purpose.

The accompanying maps show the routes that will be followed. Summarized, the controls and checking stations are as follows:

## JULY 2.

|                     | Miles. |
|---------------------|--------|
| New York.....       | —      |
| Peekskill .....     | 39.4   |
| *Poughkeepsie ..... | 78.3   |
| Hudson .....        | 116.9  |
| *Albany .....       | 152.8  |

## JULY 3.

|                            |       |
|----------------------------|-------|
| Albany .....               | —     |
| Catskill .....             | 33.8  |
| Kingston .....             | 56.4  |
| *Newburgh .....            | 89.5  |
| Tuxedo .....               | 118.7 |
| *New York (Weehawken)..... | 154.0 |

## JULY 4.

One quart Economy test in New York City.

## JULY 5.

Hill climbing trials on Fort George Hill, New York, and starting, stopping and slow-speed tests on Dyckman street, at the foot of the hill.

## JULY 6.

|                     |       |
|---------------------|-------|
| New York .....      | —     |
| Hackensack .....    | 10.0  |
| New Brunswick ..... | 53.6  |
| *Trenton .....      | 85.6  |
| Camden .....        | 122.6 |
| *Wilmington .....   | 151.6 |

## JULY 7.

|                  |       |
|------------------|-------|
| Wilmington ..... | 151.6 |
| *Dover .....     | 200.0 |
| Seaford .....    | 236.0 |
| *Cambridge ..... | 271.0 |

\*Controls at which times will be taken. The other points are merely checking stations.

## Motorcyclists to Honor a Legislator.

Hon. Carville D. Benson, of Baltimore, has been invited to act as honorary referee of the motorcycle race meet to be held at Cambridge, Md., in connection with the annual meet of the F. A. M. It was due to Mr. Benson's efforts that motor bicycles were divorced from automobiles and exempted from the provisions of the automobile bill passed at the last session of the Maryland legislature, of which he was a member. The honorary refereeship was tendered Mr. Benson as an evidence of the F. A. M.'s appreciation of his great service. Although not an active motorcyclist, he is not strange to the newest bicycle. Two years ago, on a borrowed machine, he toured from Maryland into New York State.



## SCHWIEGERHAUSEN SAILS

### German Globe Girdler Goes Gladly Home— His Five Years of Cycle Touring.

Willie Schwiegerhausen, who recently completed the most remarkable of globe girdling cycle trips, sailed from New York for Germany on June 9, after having been nearly five years on his trip. Before leaving, he called at the office of the *Bicycling World*.

He is a slender, white skinned young man of medium height, with courageous blue eyes set in a Teutonic cast of features beneath a shock of long dark hair that would be the envy of a German music professor, and made him look like one of that cult, more than like an athlete. His slenderness and lack of robustness of physique was surprising for one who has been through what he has. He said his weight was 146 pounds, but he did not look it. Most remarkable of all though was the whiteness and softness of his skin. His hand was as soft as a society girl's, and his skin also was much fairer than that of most men who live in cities. So little did his appearance suggest the weather beaten traveller that it was hard to believe that he had been knocking about on a bicycle in all parts of the world for five years. Schwiegerhausen, however, carried documentary evidence of his travels in the form of photographs and signatures of officials attesting his arrival at all important places.

Schwiegerhausen was a newspaper writer in Leipsic, and was twenty-one years of age when he set forth on his globe girdling trip with two companions on July 10, 1899. One of his companions could not stand the food and became ill at Palestine and returned home from there. The other died from wounds inflicted in Arabia by Bedouin robbers, who pursued the two bicyclists and fired at them until the fugitives crossed the border of another tribe. Schwiegerhausen's companion was wounded, but continued in the flight and did not collapse for several days. This was the most savage adventure of the trip, but not the most forlorn. After journeying through Africa and the Orient the cyclist went to Australia. In Turkey he heard of Lenz, the American cyclist, who was killed there, and he was refused passports because of the damages the Turkish Government had to pay the United States because of the murder of Lenz. After leaving Australia Schwiegerhausen made his way to the United States by travelling the whole length of South America from Chili north. He had strenuous and wierd experiences in the Australian bush and in South America.

In the course of the five years he used up four bicycles and twenty-six pairs of tires.

Schwiegerhausen explains the whiteness of his skin by saying that it peeled off a number of times, the worst of his tan being lost

in Australia. The fact that all trace of him was lost at various times he accounted for by the fact that he did not go to the offices of the English newspapers. Schwiegerhausen was very much amazed by the fact that he had grown several inches since he started on his trip.

### "Association" Decides Championships.

Long Island and Eastern Districts of the Century Road Club Association held their annual five mile scratch road championships last Sunday on the Hoffman Boulevard, at Jamaica, Long Island. J. M. Eidler won the Long Island championship from G. Duester by a foot in 14:32 3-5. C. Zink being third, a length behind Duester, and J. Halbach, fourth.

H. S. R. Smith, of the Brower Wheelmen, won the Eastern District race from Charles Nerent, of the Tiger Wheelmen, by two feet in 15:17 3-5. W. Crawford, of the Brower Wheelmen, was third, about 100 feet behind Nerent, and E. Bolsterling, of the Tiger Wheelmen, was fourth, 200 feet behind Crawford.

### Michael to Revisit America.

Although it was generally believed that Jimmy Michael was down and out, physically, financially and otherwise, he recently actually proved the victor before a large crowd in a match race with Syd Jenkins at his home in Cardiff, Wales. The distance and time were not reported. After filling a racing engagement in Germany, it is stated that the little Welshman intends coming to the United States with his brother, and once more enter the racing game.

### Motorcycles in Mt. Washington Climb.

Two events for motor bicycles are included in the programme of the Mt. Washington, (N. H.) hill climbing contests during the week of July 4—one for machines up to two horsepower, the other for those exceeding that power. The mountain is seven and one-half miles long, with grades from 5 to 20 per cent, and there is no record of its having been surmounted by a motor bicycle. The automobile record is 1 hour 43 minutes.

### Taylor and Walker Due.

"Major" Taylor and Don Walker, the Australian champion, are now on their way to San Francisco, and are due there on June 27. It is expected that Walker will take part in the races at St. Louis. He will then make a visit to Toronto, Canada, and leave there in time to reach London for the world's championships.

Taylor's plans are not definitely known.

### Needham Wins Lawrence Race.

The ten-mile handicap road race promoted by the dealers of Lawrence, Mass., on June 18 was won by A. H. Needham, of Lawrence, in 40:41. Ralph Howard won the second position prize, and George Labelle won the third position prize. The time prize was won by J. B. Coffey, of Boston, in 28:30. The first four men to cross the tape were disqualified for cutting the course.

## FIXTURES.

June 25—Omaha, Neb., bicycle and motor-cycle track races.

June 25—Dunkirk, N. Y., 20-mile road race.

June 26—Rosedale, Long Island, E. D. Brooklyn Turn Verein two-mile road race.

July 1—Fredericton, N. B., Canadian Wheelmen's Association amateur championship.

July 2-7.—Annual endurance contest Federation of American Motorcyclists.

July 4—Buffalo, N. Y., 25-mile road race.

July 4—San Jose, Cal., relay race.

July 4—Portland, Ore., coasting contest.

July 4—Bloomington, Ill., 14-mile road race.

July 4—San Antonio, Texas, 15-mile road race.

July 4—Baltimore, Md., bicycle and motor-cycle track races.

July 8-9.—Annual meet Federation of American Motorcyclists at Cambridge, Md. ships.

July 17—Milwaukee, Wis., road race.

July 17—Monroe Wheelmen, New York City, annual half century run.

July 24—C. R. C. A. veteran century run.

July 24—Milwaukee, Wis., road race.

July 28—Bloomington, Ill., 8-mile road race.

August 1-6—St. Louis Exposition meet.

August 7.—C. R. C. A. 50-mile open road race, Long Island.

August 14—Milwaukee, Wis., road race.

August 18—Bloomington, Ill., 20-mile road race.

September 3—London, Eng., World's championships.

September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.

September 8-10—London, Eng., World's championships.

September 10—Atlanta, Ga., 20-mile road race.

### Milwaukee's Swift Messengers.

The annual six mile handicap road race of the Milwaukee (Wis.) messenger boys was held over the Whitefish Bay course on Sunday, June 12, R. Anderson (handicap 2½ minutes) being the winner. Bert Corbett won second prize. The time prize was won by William Westphal in 17:00. Forty-five riders competed.

### Revival Run for New York.

An effort is to be made to organize a revival run in New York City. The movement is in charge of L. V. D. Hardenbergh, who has called a meeting of dealers, bicycle clubs and manufacturers at the Cosmopolitan Hotel on July 6, at 8 p. m. to discuss plans for a proposed "Midsummer Cycling Carnival."

### Caldwell Defeated at Home.

Will C. Stinson defeated Harry Caldwell on Wednesday night at the opening meet of the season at the board track at Manchester, N. H. The men met in a 20-mile contest, paced by four horsepower motors and the winner's time was 34 minutes 10 2-5 seconds.



## "HIT AND MISS" HITS

### Novel Race Pleases Vailsburg Patrons— Kramer Survives Longest and Wins.

Sixty-five hundred spectators at Vailsburg last Sunday went away from the enclosure after the races were concluded, at least partly convinced that the time honored saying, "there is nothing new under the sun" is but a saying and has no foundation, for they had witnessed an absolutely new race, the "Miss and Out" contest for professionals. If they were pleased at having had an opportunity to see the first running of such a race in America, the majority of them were much displeased at the bad work of the men in the judges' stand, who placed two riders in two different races in positions to which they were not entitled. Despite the counter attraction of the opening races at Manhattan Beach, there were no vacant seats in either grandstand or bleachers, and the infield crowd appeared as large as ever. Fred H. Scheps, the young Australian who has made the long journey from his home in Adelaide, to gain experience in racing tactics among our best riders, was introduced to the spectators, and they gave the winner of the last Austral wheel race an enthusiastic reception.

The "Miss and Out" race was the last event on the card, but the spectators waited until it was over. There were twenty-four starters, who were pushed off at the head of the homestretch, after being lined up in two rows. The conditions of the race provided that the leader at the end of each lap should receive a new five-dollar bill, while the last man over the tape each time around was dropped from the race and caned from the track by the referee. Riders who allowed the field to gain more than fifty yards lead over them, were to be counted as distanced, and also dropped from the contest. The bell was to ring for the last lap when only four were left in the race. Charles Hadfield was the first rider to gather in one of the big lap prizes, while William S. Blizzard, of Jersey City, was the first rider to "Miss" and be called "Out." Blizzard was a late entry, and "13" was the only number left, so he had to wear it, which may account for his early demise in the race. Cadwell won the next lap prize, Dolbear being the man to be dropped. Dolbear did not leave the track, but continued to ride until the fifth lap, when he ran into Galvin and threw the Hartford man off his machine. Ross and Root won the other lap prizes in the first mile, Benfer, Kastendieck, Guery, Meade and Ross being the men who dropped out, Ross retiring after he had won the third lap.

Dorlon won the first lap prize in the second mile, G. L. Kremer and Hadfield being counted out on that lap, and Galvin being put out by his accident. Schreiber took the

sixth lap prize, Krebs being the last man over the tape. Fogler won the next lap, with Dorlon as the tailender, though the latter did not know he was dropped out, as he continued to the end of the race. Fenn won the eighth and ninth laps, Fogler dropping out at the second mile and Glasson the next time around. Tom Butler won the tenth lap, Jacobson being the victim. Cadwell won his second lap prize at the end of the eleventh lap, a puncture putting John Bedell out of the running. Schreiber won the lap prize at the end of the third mile, Tom Butler retiring. Schreiber sat up after winning his second lap prize at three miles, and was distanced in the next lap. Fenn won the first two laps in the fourth mile, Menus Bedell being dropped in the first lap, and McFarland in the next. Neither of them knew they had "Missed," and both remained on the track to the end of the race.

The bell for the last lap rang as the survivors crossed the tape at the end of the fifteenth lap, Cadwell leading at the time, while Fenn was the man to be dropped. Following Cadwell as he crossed the line were Menus Bedell, Kramer, McFarland, Root and Dorlon, in the order named. Bedell tried to take the lead on the backstretch, only to be passed by Kramer and McFarland, with Root riding alongside of Kramer. Root did manage to pass Kramer on the last turn, and lead into the stretch, but he was too far gone, and the trio passed him in their race through the stretch to the tape. Kramer, McFarland, Menus Bedell and Root crossed the tape strung out in procession style. As both McFarland and Bedell had been dropped, Root won second prize. Cadwell was so utterly exhausted by his efforts that he fell off his machine before crossing the tape. He was picked up, put on his saddle and pushed over the tape so as to receive third prize. No fourth prize was awarded, as the scorers became so confused that the men were allowed to ride an extra lap. The time was not very fast on account of the loafing indulged in between the sprints for the lap prizes.

Charles Schlee made his first appearance in several weeks and won the final of the half-mile open amateur by starting a quarter-mile sprint as the bell rang for the last lap. The sturdy road rider had a lead of a length and a half as he crossed the tape at the end of the race. Charles Franks, of the Yale Bicycle Club of Newark, led Billington over the tape by half a length for second prize, and the spectators raised a great uproar when the announcement was made that the judges gave Billington second place and Franks third. The judges were not through, however, for they again showed how badly their eyesight was in the final of the half-mile professional handicap.

Benfer, 80 yards, and Dolbear, 75 yards, had qualified in the second heat by jumping out at the gun and keeping hard at their work. McFarland, Menus Bedell and Dorlon were the only other starters in this heat,

as Tom Butler, Galvin and Ross were not ready when the gun was fired, and were allowed to start in the third heat. McFarland and Menus Bedell had a warm fight in the stretch, as only one of them could qualify, and the Californian won by a length. In the final heat, Benfer and Dolbear again rode as hard as they could from the crack of the gun, being more than thirty yards ahead at the bell. McFarland, with twenty yards handicap, paced Fenn and Kramer for the first lap, and then swung up the bank to let them go through on the pole, as is customary. Fenn, however, switched further up the bank and pulled John Bedell and Kramer past the Californian before he knew what happened. Fenn led until after entering the stretch, when Kramer sprinted around on the outside. The champion won in the race to the tape by a scant foot. Fenn remained on the pole and was at least two feet behind Schreiber, who had come up on the outside, but here was another chance for the judges. So they decided that Fenn was second and Schreiber third. When Fred Burns made the announcement, he did not use the usual phraseology, but said: "Here's the way the judges decide."

Schlee and Billington were the scratch men in the two-mile amateur handicap, but were never anywhere near the long markers. Henry Chappey led until within a few feet of the tape, when Jacob Magin, a 150-yard man, jumped past him and won by two feet. Summaries:

Half-mile novice—Won by George T. Parker, East Orange; Elliott Adams, New York, second; Harry Kling, Woodside, third. Time, 1:14 2-5.

Half-mile open; amateur—Won by Charles Schlee, National T. V., Newark; Teddy Billington, National A. C., Vailsburg, second; Charles Franks, Newark, third; Henry Chappey, Bay View W., Little Falls, fourth. Time, 1:14 1-5.

Two-mile handicap; amateur—Won by Jacob Magin, Irvington (150 yards); Henry Chappey, Bay View W., Little Falls (90 yards), second; W. F. Ivy, Boston (120 yards), third; Peter Miller, Newark (150 yards), fourth. Time, 4:26. Lap prize winner, Paul Bichette, Pellet team, New York.

Half-mile handicap; professional—Won by Frank L. Kramer, Pierce team (scratch); W. S. Fenn, Pierce team (10 yards), second; G. C. Schreiber, Tribune team (40 yards), third; John Bedell, Reading Standard team (15 yards), fourth. Time, 0:56 4-5.

"Miss and Out"; professional; four miles—Won by Frank L. Kramer, Pierce team; E. F. Root, Columbia team, second; Frank J. Cadwell, Columbia team, third. Time, 8:58 2-5. Lap prize winners: Fenn, 4; Cadwell, 3; Schreiber, 2; Hadfield, 1; Root, 1; Tom Butler, 1; Fogler, 1; Ross, 1; Dorlon, 1.

Frank J. Cadwell, of Hartford, has been added to the sprinters on the Columbia team by Alfred Reeves, manager of the Pope Company's racing team.



MANHATTAN BEACH RACES

Sunday Meetings Begun Without Notice from Police and Little from the Public.

Sunday racing was inaugurated at the Manhattan Beach track on the first day of this week successfully. That is, it was successful so far as being free from police interference or hindrance of any sort. The attendance was small, even considering that the racing had been but slightly advertised. It was as if the public generally mistrusted the ability of the promoters, the "Manhattan Beach Bicycle Club," to carry out their programme. Something less than a thousand spectators were present.

In order to evade the law relating to Sunday amusements at which admission is charged, no tickets were sold at the box office. Instead, there were programmes of different colors, costing 50 cents to \$1, according to the color. If you bought a yellow programme, you could wave it at the gatekeeper and walk in, while if you bought a pink programme you could have a reserved seat. Thus the races were run without "admission" being charged.

The card offered was not a strong one, three amateur sprints and a paced contest, but the races were interesting and on the whole it was a beginning which gave hope for the future, the aim having been to launch the Sunday racing game without ostentation.

One thing the occasion did do was to attract a number of old-timers, "has-beens" of the racing track and its supporters who have not been seen at the trackside for many moons. The press box contained a number of such, and others hovered about the judges' stand and infield. As one present remarked: "It is just like resurrection day." There were "Birdie" Munger and "Tom" Eck, the latter accompanied by A. B. Stone, who is now doing a glass case "whirl" for Eck. Munger had met "Jonah" Wetmore on a train and heard about the races, and they journeyed together to the track by the sea. Then there were "Billy" Curley, "Dan" Smith, "On-the-Spot" Spooner, "Al" Reeves and several others, who have been "out of the game" for some time.

When it was announced that Herbert F. Earl had won the novice race, "Jonah" Wetmore plucked a grey hair from his head and looked at it thoughtfully, as if reflecting upon past generations of riders he had known. "Jonah" then rambled over to the judges' stand, where Charles T. Earl, the rotund undertaker, had put aside his professional expression and was beaming jovially over the face of a stop watch. He laughed aloud when the perpetual handicapper spoke to him, and Wetmore returned to the press box looking relieved, and announced: "The winner of the novice is not a ringer. It is not Charles T. Earl of the Kings County Wheelmen, who won his novice ten years ago. It

is not his grandson, either, as I feared it might be, but just a younger brother."

A clever piece of riding by which Burt Downing beat out Marcus Hurley, the amateur champion, furnished a surprise in the one-mile handicap, and the nearest thing to a sensation that the day afforded. Turning into the stretch for home Hurley started on his lope to the front. He moved up on the outside till he had passed Charles, the foremost rider. Then evidently he thought it was all over and relaxed his efforts. He did not see Downing coming upon him from the bunch in a tremendous sprint; not until Downing was lapped on him and it was too late did the champion arouse to the situation. It was a fine finish, but Downing was moving the faster and won at the tape by a foot or so.

The same pair, Hurley and Downing, made another close finish in the "Equality Stakes" race. This was an innovation from Vailsburg, a quasi handicap affair that made a good race. The men were all started from scratch, but in three divisions, each group ten seconds apart. A prize to the leader of the most laps produced intermediate spurts and some unsuccessful attempts to steal away. The field did not bunch until in the fourth mile. In the last lap Hurley and Downing were pocketed, and did not get out until they were rounding the last turn. Hurley started up on the outside with Downing clinging to his wheel. Hurley rode a bit wide, and Downing was unable to pull out in time. He wobbled badly. He made his effort too late, and Hurley won by nearly a length. In the first heat of this event Oscar Schwab, of the C. R. C. A., made a record by riding over the bank in the far turn and keeping on his saddle during the flight down the outer banking and across the meadows.

The paced race was rather tame. The pacing machines were of four horsepower each, with Fred White mounted for Leander, James Hunter for Stinson, and Charles Turville for McLean. It was a poor start, with McLean away two lengths in front of Leander, and the latter four lengths ahead of Stinson. In the last lap of the second mile McLean lost his pace and faded rapidly, Leander going to the front. Stinson kept within from ten to twenty yards of Leander, with McLean losing ground steadily, until nearly a lap behind, until the sixth mile. Then Stinson moved up and tried to go to the front. He lost his pace in the effort, and fell back half a lap before he got going again. After that it was Leander's race. In the ninth mile he lapped McLean and was half a lap ahead of Stinson. Stinson lapped McLean in the fourteenth mile. Leander won by two-thirds of a lap from Stinson and a lap and three-quarters from McLean.

Summary:

One-third of a mile novice—Final heat won by Herbert F. Earl, Brooklyn; Henry L. Larcheveque, Row W., second; D. J. McIntyre, Williamsbridge, third. Time, 0:43 1-5.

One-mile handicap, amateur—Final heat won by B. Downing, San Jose, Cal. (20 yards); Marcus Hurley, N. Y. A. C. (scratch), second; Anthony Charles, East Orange, N. J. (100 yards), third; W. R. Lee, New York (20 yards), fourth. Time, 2:06 2-5.

Equality Stakes, five-mile amateur—Won by Marcus L. Hurley, N. Y. A. C., third division; Burton Downing, San Jose, Cal., third division, second; Oscar Goerke, Nat. A. C., third division, third; Oscar Schwab, C. R. C. A., fourth. Time, 12:04. Winner of prize for leading at greatest number of laps, Joe Rockowitz, Brooklyn, N. Y.

Fifteen miles motor paced race—Won by George Leander, Chicago; Will Stinson, Cambridge, Mass., second; Hugh McLean, Chelsea, Mass., third. Time, 22:23 1-5.

Bloomington Men Beat Outsiders.

Over three thousand persons witnessed the eight-mile road race given by the Bloomington Wheelmen's Club of the Y. M. C. A. at Bloomington, Ill., on June 16. Clifford Hayes, of Bloomington, with a handicap of 4 minutes and 30 seconds, and a limit man, won in 27:40 by a close margin from Russel Anderson, Bloomington, another limit man. Anderson also won a medal offered for the first bicycle rider across the tape. Henry Knecht, Bloomington, a one minute man, was third, the time prize winner in 24:31, and also captured a gold watch offered for the first National rider to finish. N. Shannon, Bloomington, took the fourth place and second time prizes. The scratch men were out of it from the start, having wasted time in quarreling over the matter of pace. Summaries:

| Place. | Contestant.                                                                                                                                                                                                                                                  | Handicap. | Net time. |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|
|        |                                                                                                                                                                                                                                                              | M.S.      | M.S.      |
| 1      | Clifford Hayes.....                                                                                                                                                                                                                                          | 4:30      | 27:40     |
| 2      | Russel Anderson.....                                                                                                                                                                                                                                         | 4:30      | 28:00     |
| 3      | Harry Knecht.....                                                                                                                                                                                                                                            | 1:00      | 24:31     |
| 4      | N. Shannon.....                                                                                                                                                                                                                                              | 1:00      | 24:32     |
| 5      | T. Gentry.....                                                                                                                                                                                                                                               | 3:30      | 27:04     |
| 6      | C. Deetz.....                                                                                                                                                                                                                                                | 1:00      | 24:42     |
| 7      | T. Selders.....                                                                                                                                                                                                                                              | 3:30      | 27:27     |
| 8      | M. Carlson.....                                                                                                                                                                                                                                              | 3:30      | 27:53     |
| 9      | G. Hanson.....                                                                                                                                                                                                                                               | 2:30      | 27:35     |
| 10     | F. Grinham, St. Louis, Mo.....                                                                                                                                                                                                                               | Scratch   | 25:56     |
| 11     | Callahan (1:00), 26:57; 12, G. Raynor (scratch), 25:58; 13, J. N. McCrear, Springfield, Ill. (scratch), 26:22; 14, C. Keiser (1:00), 27:34; 15, W. Hayes (scratch), 26:34; 16, A. J. Mester, Springfield, Ill (scratch), 27:23; 17, R. Keiser (2:30), 29:54. |           |           |

A half-mile was also run, H. Weeaver winning from a field of nine youngsters.

Gebert Wins the Diamond Ring.

Frank Gehret, a nine-teen-year-old cyclist, of Reading, Pa., won the ten-mile handicap road race which was run in his home city on June 18. There were nineteen starters, of whom fifteen finished the course. The first prize was a \$25 diamond ring. Gebert had 30 seconds' handicap, and covered the course in 25:20, winning first prize for both place and time. Large numbers of spectators assembled at the starting and turning points to watch the progress of the race. Edward Longnecker, who won the Decoration Day race, finished in fifth place. Summary:

| Position. | Rider.                               | Handicap. | Net time. |
|-----------|--------------------------------------|-----------|-----------|
|           |                                      | M.S.      | M.S.      |
| 1         | Frank Gehret, Reading.....           | 0:30      | 25:20     |
| 2         | W. M. Bewley, Wyomissing.....        | 0:30      | 25:29     |
| 3         | J. E. Landis, Reading.....           | 1:30      | 25:32     |
| 4         | H. Haag, Reading.....                | 2:00      | 25:39     |
| 5         | Edward Longnecker, Wernersville..... | 0:30      | 25:49     |
| 6         | W. Emore, Reading.....               | 2:00      | 25:55     |
| 7         | W. Blatt, Springmont.....            | 1:00      | 26:00     |
| 8         | Harry Missiner, Reading.....         | 1:00      | 26:20     |
| 9         | Charles Beechert, Reading.....       | Scratch   | 26:25     |
| 10        | Harry Bewley, Wyomissing.....        | Scratch   | 26:25     |
| 11        | Amos Palm, Reading.....              | Scratch   | 26:27     |
| 12        | I. Moyer, Reading.....               | 1:30      | 26:50     |
| 13        | H. Hartman, Sinking Spring.....      | 1:30      | 27:05     |
| 14        | Alvin Miller, Reading.....           | 0:45      | 27:22     |
| 15        | Howard Krick, Sinking Spring....     | 0:45      | 28:50     |



## MILWAUKEE'S BIG RACE

**Thousands Turn Out to See John Dietz Win the Road Handicap.**

With the cheers of more than twenty thousand spectators ringing in his ears, John Dietz finished first in the twelve and one-half-mile handicap road race promoted by the Milwaukee Cycle Dealers' Association last Sunday morning, capturing the first time prize as well as winning the race from ninety-six opponents. Dietz is a young rider from the south side of Milwaukee, and had never competed in a cycle race before last Sunday. He started with the five and a half-minute division, and will receive the \$50 gold brick offered by Morgan & Wright for the first time prize, as well as having his pick of the eighty prizes offered for the place winners.

The prize list was one of the best ever offered, though the race was the first one since the North Side and Star Pointer clubs gave a joint race in July, 1901. The contest was started at the corner of Grand avenue and Twenty-eighth street a few minutes before 10 o'clock in the morning, and ninety-seven riders started out of the more than one hundred entered. The race was run over the old Badger Cycling Club course, and aroused as much interest as did the contests in the early 90's, when 250 riders competed in the Milwaukee-Waukesha races. The prizes included ten high grade bicycles, a sewing machine, a round trip ticket to the St. Louis Exposition, two gold medals won by Walter Sanger in Europe, a gold medal donated by the Hartford Rubber Works, a gas range, several phonographs, many pairs of tires and two gallons of paint.

Dietz rode steadily from the start, and gradually overtook the limit men. He rode with the long markers until he had recovered his wind, and then raced away from them, finishing the race 1 minute and 31 seconds before the second man crossed the tape. Dietz covered the course in 32:39, which was 46 seconds faster than the time of "Farmer" William Blum, a scratch man, from Chicago, who won second time honors. Joseph Spiegelbauer, of Chicago, a 5 minute man, who finished second, rode over the tape 12 seconds ahead of Albert Baerwald, of Milwaukee, who won third place prize from the 8 minute mark. The time of the winner was very fast, as the course was very dusty.

There were eight riders in the scratch bunch—William ("Farmer") Blum, H. H. Hultgren, Al Flath, Otto Jacoby and Emil Blum, of Chicago; Irwin Siegel and Fred Herbst, of Milwaukee, and Charles Paulick, of Kenosha. William Blum, Hultgren and Emil Blum finished together after a hard fight, in which they shook off the other honor mark men. William Blum was the freshest one of the trio, and he won the second time prize from his brother by a few feet. Will-

iam Blum finished in thirty-fifth place, his brother and Hultgren being at his heels. Paulick, of Kenosha, ran into a policeman as he was finishing the race. He struck the pavement with such force that his head and shoulders were badly bruised and his collarbone dislocated. He was taken to the Emergency Hospital. Officer Dumphy was the policeman that Paulick collided with, and his head was cut so that three stitches had to be taken in the wound.

The immense crowd that stood on both sides of the course at the finish proved a great task for the police to handle, and it was only with much difficulty that a clear space could be made so the riders could finish. One bad spill was caused thirty yards from the tape by a man trying to cross the course with a bicycle. Several riders ran into him, but remounted and cross the line. All but thirteen of the ninety-seven starters finished the race and were checked at the tape by the scorers. Walter Sanger acted as starter, having as assistants Ed Roth and Al Bingenheimer, both oldtime racing men. Con Reinke and H. A. Zerbel, former racing men, were among the scorers. Summary:

| Position. | Name.                             | Handicap. | Actual time. |
|-----------|-----------------------------------|-----------|--------------|
| 1—        | John Dietz.....                   | 5:30      | 32:39        |
| 2—        | Joseph Spiegelbauer, Chicago..... | 5:00      | 33:40        |
| 3—        | Albert Baerwald.....              | 8:00      | 36:52        |
| 4—        | Frank Hurst.....                  | 7:00      | 36:38        |
| 5—        | R. Raddatz.....                   | 8:00      | 37:40        |
| 6—        | Alfred Heunnekens.....            | 8:00      | 38:20        |
| 7—        | George Hurst.....                 | 5:30      | 36:10        |
| 8—        | Otto Tank.....                    | 6:00      | 37:01        |
| 9—        | John Old.....                     | 6:00      | 37:02        |
| 10—       | C. L. Firnhaber.....              | 5:00      | 36:05        |
| 11—       | Robert Hayden.....                | 7:00      | 38:26        |
| 12—       | Allen Hoffman.....                | 5:00      | 36:27        |
| 13—       | Henry Patzke.....                 | 8:00      | 39:42        |
| 14—       | C. C. Larson.....                 | 2:30      | 34:20        |
| 15—       | Benjamin Schmidt.....             | 4:00      | 36:00        |
| 16—       | Hans Schollander.....             | 5:30      | 37:11        |
| 17—       | W. A. Rusch.....                  | 3:00      | 35:02        |
| 18—       | Carl Anderson, Racine.....        | 2:30      | 34:33        |
| 19—       | Leif Jansen.....                  | 2:00      | 34:04        |
| 20—       | William Linde.....                | 6:30      | 38:35        |
| 21—       | Fred Zimmermann.....              | 6:00      | 38:05        |
| 22—       | E. W. Schultz.....                | 4:00      | 36:07        |
| 23—       | Fred Morteson.....                | 6:00      | 38:18        |
| 24—       | Fred Schmitz.....                 | 5:00      | 37:19        |
| 25—       | Young D. Schmitt.....             | 5:30      | 37:51        |

Arthur Gillette (3:00), 35:23; Sig Oleson (1:30), 33:54; George P. Schmidt (4:30), 37:12; Eric Schroeder (6:30), 37:12; Earl Harley (2:00), 34:36; Oscar Koepple, (1:00), 33:44; W. Frick (4:00), 36:54; Anton Williamson (4:00), 36:55; John Horsch (1:30), 34:30; William Blum, Chicago (scratch), 33:05; Emil Blum, Chicago (scratch), 33:06; H. H. Hultgren, Chicago (scratch), 33:07; Herman Rentner (6:30), 39:45; Henry Stenzel (1:00), 34:25; Jesse Harding (5:30), 39:05; Edward Kelly (4:30), 38:06; Edward Clay (1:00), 34:40; Rene Huennekens (8:00), 41:40; John Holfelder (6:00), 30:49; George Money (5:00), 38:49; Edward Schmidt (3:30), 37:36; Gus Knack (3:00), 37:07; Henry Schmitz (2:30), 36:39; P. Rocklage (1:30), 35:36; A. H. Firnhaber (6:00), 40:17; Charles Hartley (5:30), 39:48; E. L. Kellogg (3:00), 37:22; Albert Zimmers (7:00), 41:28; Irwin Siegel (scratch), 34:40; Otto Jacoby, Chicago (scratch), 34:41; Paul Rhode (4:00), 38:42; H. J. Klein (5:00), 37:15; Albert Tischer (5:30), 40:20; H. Kofel (6:00), 40:50; Frank Just (6:30), 41:30; John Luer (3:30), 38:38; David Quabis (3:00), 38:09; Ewald Porsch (7:00), 42:12; Fred Herbst (scratch), 35:22; Albert Flath, Chicago (scratch), 35:24.

Time prize winners: John Dietz, Milwaukee (5:30), 32:39; William ("Farmer") Blum, Chicago (scratch), 33:05; Emil Blum, Chicago (scratch), 32:06; H. H. Hultgren, Chicago (scratch), 33:07.

## MORAN BEATS Mac LEAN

**Chelsea Cyclist Complains of Being Unable to Get Pace Fast Enough.**

James Moran won the twenty-mile motor paced race, which was run in connection with the opening of the N. C. A. professional sprinting circuit, at the Revere Beach track, on Bunker Hill Day, June 17. Hugh MacLean was Moran's opponent, and the men followed four-horse power pacing machines. Moran following Fred White, started at the pole, and MacLean, behind Charles Turville, started from the backstretch. Moran had about ten yards lead at the start, and gained steadily, trailing MacLean inside of three laps. MacLean's motor was not fast enough for him, and he continually called for more speed.

Moran had three-quarters of a lap advantage at the end of the first mile, but was never able to increase it to the end of the race, winning by that margin. MacLean cut Moran's lead down to half a lap several times during the race, but was never able to pass Moran, as the latter fought him off at every attempt. Moran was but half a lap in the lead at the beginning of the last mile, but he increased this to three-quarters of a lap before the contest ended. Summary:

| Miles. | Leader.    | Laps. | Time of mile. | Total time. |
|--------|------------|-------|---------------|-------------|
|        |            |       | M. S.         | M. S.       |
| 1—     | Moran..... | ¾     | 1:22%         | 1:22%       |
| 2—     | Moran..... | ¾     | 1:26%         | 2:49%       |
| 3—     | Moran..... | ¾     | 1:28%         | 4:17%       |
| 4—     | Moran..... | ¾     | 1:28%         | 5:45%       |
| 5—     | Moran..... | ¾     | 1:26%         | 7:11%       |
| 6—     | Moran..... | ½     | 1:29%         | 8:40%       |
| 7—     | Moran..... | ¾     | 1:24%         | 10:05%      |
| 8—     | Moran..... | ½     | 1:29%         | 11:34%      |
| 9—     | Moran..... | ½     | 1:25%         | 13:00%      |
| 10—    | Moran..... | ½     | 1:26%         | 14:26%      |
| 11—    | Moran..... | ¾     | 1:27%         | 15:54%      |
| 12—    | Moran..... | ¾     | 1:28%         | 17:22%      |
| 13—    | Moran..... | ¾     | 1:29%         | 18:51%      |
| 14—    | Moran..... | ½     | 1:27%         | 20:19%      |
| 15—    | Moran..... | ½     | 1:25%         | 21:44%      |
| 16—    | Moran..... | ½     | 1:26%         | 23:11%      |
| 17—    | Moran..... | ½     | 1:29%         | 24:40%      |
| 18—    | Moran..... | ½     | 1:29%         | 26:10%      |
| 19—    | Moran..... | ½     | 1:27%         | 27:37%      |
| 20—    | Moran..... | ¾     | 1:25%         | 29:02%      |

## Montauk Wheelmen's Races.

William Cummings made the best showing in the regular short distance road races run last Sunday by the Montauk Wheelmen of Brooklyn on the Merrick Road, at Valley Stream, Long Island. Cummings won the one mile handicap from scratch in 3:01 1-5, John Kiely (60 yards) being second, and John Kennedy (30 yards), third. Cummings also captured the two mile handicap from scratch, his time being 6:01 4-5. Daniel Kelly (160 yards) was second, and Arthur Thum (160 yards), third. The five mile handicap was won by Arthur McMahon from the 200 yard mark in 16:02, Cummings (scratch) being second, and John Kennedy (150 yards), third. Thomas Elwood won the half mile novice in 1:58 2-5, George Kline being second, and Arthur Thum third.

Gus Castle, the Atlanta, Ga., dealer, has secured the contract for the machines upon which the bicycle policemen of his city are to be mounted this year. The bicycle squad will ride Eagles, as that machine was picked by George E. Johnson, of the Police Commission.



## CALDWELL DEFEATS FIVE

### Resumes Racing at Charles River Park and Easily Wins Twenty-Five Mile Race.

Harry Caldwell, the Reading Standard "fifty-miles-an-hour" man, rode his first race since April 19, at the Charles River Park track, on Bunker Hill Day, June 17. The Manchester rider had evidently entirely recovered from the accident which had threatened to put him out of commission for the remainder of the season. The race was a twenty-five-mile contest, paced by four-horse power motors, and had six starters, Munroe, de Guichard, Mettling, Stinson, Sulkins and Caldwell, who were sent away from a standing start. Stinson was the first to catch his pace, and he remained in front for four miles. Caldwell was the last to catch his pace, but he rode well after once tacking on.

Caldwell had moved up into second place in the second mile, and for nearly three miles he tried to pass Stinson and obtain the lead. When he finally did pass Stinson he kept the lead until the end of the race. Caldwell gained his first lap on Stinson in the fifth mile, having a lead of forty yards more than a lap at six miles. Stinson lost his pace for a few seconds when Caldwell passed him, but in the eleventh mile, Caldwell gained a second lap on him. Munroe and Mettling both had trouble with their pace. Mettling, while riding unpaced, was called from the track by the referee when he had ridden fifteen miles. Stinson's machine stopped in the eighteenth mile, but it worked again for about a mile, when it stopped entirely. While Stinson was riding unpaced, Sulkins and de Guichard made the best of their opportunities, and de Guichard finished second and Sulkins third. Stinson was fourth and Munroe fifth.

Robert Thompson, Carl Ruden, Robert Schultz, Sunny Briggs and Franz Hoffman competed in a fixe-mile motor race, riding the machines which were used to pace the twenty-five-mile event. Ruden went to the front in the first mile, and was never headed, though his machine slowed down in the fourth mile. Briggs was a safe second, and Schultz defeated Thompson for third place.

Emil Nelson, brother of Joe Nelson, was at 150 yards, and H. A. Barry was at 160 yards in the one-mile handicap, and they took turns pacing each other in their trial heat, and the final. Barry proved the better sprinter in the final, and won by less than a half a wheel. J. A. McNeil, one of the scratch men, was third. The five-mile open amateur had twenty-three starters, who furnished a very exciting contest. Giles won the first and fourth mile prizes, Carl Lemberg taking the second. Dove won the sprint for the third mile prize after a hard fight. Logan, with McKinnon at his heels, led at the bell, with Stoughton and McNeil in hot pursuit. The four men finished abreast, with Logan in

the lead, McKinnon second and Stoughton third. Summaries:

One-mile handicap; amateur—Won by H. A. Barry (160 yards); Emil Nelson (150 yards), second; J. A. McNeil (scratch) third; P. F. Logan (scratch), fourth. Time, 2:03 2-5.

Five-mile open; amateur—Won by P. F. Logan; J. J. McKinnon, second; L. A. Stoughton, third; J. A. McNeil, fourth. Time, 12:38.

Five-mile motorcycle race; professional—Won by Carl Ruden; Sunny Briggs, second; Robert Schultz, third; Robert Thompson, fourth. Time, 5:57.

#### Summary of paced race:

| Miles. | Leader.  | Laps. | Yds. | Led by | Time of mile. | Total time. |
|--------|----------|-------|------|--------|---------------|-------------|
| 1      | Stinson  | 50    |      |        | 1:43%         | 1:43%       |
| 2      | Stinson  | 5     |      |        | 1:25%         | 3:09%       |
| 3      | Stinson  | 5     |      |        | 1:20%         | 4:30        |
| 4      | Stinson  | 10    |      |        | 1:22          | 5:52        |
| 5      | Caldwell | 3     |      |        | 1:23          | 7:15        |
| 6      | Caldwell | 1     | 40   |        | 1:21%         | 8:30%       |
| 7      | Caldwell | 1     | 4    |        | 1:23%         | 9:54%       |
| 8      | Caldwell | 1     | 2    |        | 1:21%         | 11:20%      |
| 9      | Caldwell | 1     | 4    |        | 1:21          | 12:41%      |
| 10     | Caldwell | 2     |      |        | 1:20%         | 14:02%      |
| 11     | Caldwell | 2     | 4    |        | 1:19%         | 15:22%      |
| 12     | Caldwell | 2     | 4    |        | 1:21%         | 16:43%      |
| 13     | Caldwell | 2     | 4    |        | 1:22%         | 18:06%      |
| 14     | Caldwell | 3     |      |        | 1:20%         | 19:26%      |
| 15     | Caldwell | 3     | 4    |        | 1:20%         | 20:47%      |
| 16     | Caldwell | 3     | 4    |        | 1:24          | 22:11%      |
| 17     | Caldwell | 4     |      |        | 1:24%         | 23:35%      |
| 18     | Caldwell | 4     | 60   |        | 1:24%         | 25:00       |
| 19     | Caldwell | 4     | 4    |        | 1:26%         | 26:26%      |
| 20     | Caldwell | 4     | 4    |        | 1:27%         | 27:54       |
| 21     | Caldwell | 5     |      |        | 1:26          | 29:20       |
| 22     | Caldwell | 5     |      |        | 1:25%         | 30:45%      |
| 23     | Caldwell | 6     |      |        | 1:26%         | 32:09%      |
| 24     | Caldwell | 7     |      |        | 1:23          | 33:32%      |
| 25     | Caldwell | 8     |      |        | 1:21%         | 34:54%      |

### Shelby Wins at Memphis.

Charles Shelby won the five mile handicap road race promoted by H. A. White, a Memphis (Tenn.) cycle dealer, on Saturday, June 11. Shelby had a handicap of 2 minutes, and his time was 13:13. James Sanders, one of the smallest of the local telegraph messengers, gave Shelby a hard fight for victory. Harry A. Wilson won third prize. Time prize honors went to Herman Crook, a scratch man, who made a new record for the course of 12:05. Crook won both first time and place in last year's race. Gilbert January won second time prize in 12:20, and Harry A. Wilson, winner of third place, also won third time prize in 12:25. There were twenty-seven entries for the race, and all but one started. The race was witnessed by a large crowd, and it is likely that a ten mile race will be held some time in July at Billings Park. The race was free from accidents, punctured tires being the most serious mishaps.

Mr. White gave the race principally for riders of Cleveland and Yale bicycles, though the contest was open to riders of any machine. The first position prize was a Yale racing machine, and the other place prizes consisted of bicycle sundries. The first time prize was a pair of Palmer racing tires.

| Position. | Name.            | Handicap. | Net time. |
|-----------|------------------|-----------|-----------|
| 1         | Charles Shelby   | 2:00      | 13:13     |
| 2         | James Sanders    | 3:00      | 14:24     |
| 3         | H. A. Wilson     | 0:45      | 12:25     |
| 4         | L. C. Shelby     | 1:30      | 13:12     |
| 5         | Edward Manker    | 1:00      | 12:44     |
| 6         | N. E. Slee       | 1:00      | 12:53     |
| 7         | T. B. Wilson     | 1:30      | 13:36     |
| 8         | G. W. Witesman   | 1:30      | 13:29     |
| 9         | Samuel L. Fisher | 3:00      | 15:00     |
| 10        | J. L. Barrett    | 2:00      | 14:04     |
| 11        | Herman Crook     | Scratch   | 12:05     |
| 12        | Nobb S. Bruce    | 1:00      | 13:06     |
| 13        | Gilbert January  | Scratch   | 12:20     |

Time prize winners—Herman Crook (scratch), 12:05; Gilbert January (scratch), 12:20; H. A. Wilson (45 seconds), 12:25.

## KRAMER AND FENN

### They Gobble First and Second in Opening Grand Circuit Meet at Revere Beach.

The opening meet of the N. C. A. Grand Circuit to decide the 1904 professional sprinting championship was held at the Revere Beach track on Bunker Hill Day, Friday, June 17, and Fenn showed evidence of being at least the next best man in this country to Kramer, the three times champion. An immense holiday crowd witnessed the races, and were disappointed at the relatively poor showing made by Root, the sole Boston representative among the circuit chasers.

The championship race was at half a mile, and Kramer had no trouble winning the first trial heat, Menus Bedell shutting Dorlon out. John Bedell won the second trial heat, Jacobson defeating Glasson for second. Root tried to make a runaway in the third heat, but was caught and passed by Fenn, Hadfield being third. Joe Fogler won the fourth heat, Krebs defeating Galvin for second place. Kramer won the first semi-final in slow time, Menus Bedell proving faster than his brother and Jacobson. In the other semi-final, Root jumped at the bell, but Fenn passed him right at the tape, Root being a few inches ahead of Krebs for second place. Kramer, Fenn, Root and Menus Bedell competed in the final, and again Root tried to make a runaway, but Fenn, with Kramer at his heels, caught him at the start of the bell lap. Fenn led until near the tape, when he eased up, and Kramer won by a few inches, Menus Bedell defeating Root for third place.

Twelve men started in the ten-mile open, which had \$3 mile prizes, with \$6 for the leader at the fifth mile. Oliver Dorlon won the first mile prize, John Bedell taking the second and third; Jacobson won the fourth mile, and all the rest of the mile prizes, including the ninth mile. At the end of the ninth mile four riders—John Bedell, Dorlon, Jacobson and Glasson—had gained a lap on the field. In the sprint on the last lap, Bedell proved faster than Dorlon, while Jacobson defeated Glasson for third. Kramer and Fenn gave up the struggle in the ninth mile, Kramer remarking, "It is no us to try to win against a nine-cornered combination." Fogler won the consolation mile event from Krebs, Hadfield finishing third. Summaries:

Half-mile N. C. A. circuit championship—Won by Frank L. Kramer, Pierce team; W. S. Fenn, Pierce team, second; Menus Bedell, Reading Standard team, third; E. F. Root, Columbia team, fourth. Time, 1:06.

Ten-mile open—Won by John Bedell, Reading Standard team; Oliver Dorlon, Columbia team, second; J. P. Jacobson, Rambler team, third; George Glasson, Columbia team, fourth. Time, 24:50.

One-mile consolation—Won by Joseph Fogler, Tribune team; Floyd Krebs, Tribune team, second; Charles Hadfield, Rambler team, third. Time, 2:10.



## RACED ON BAD TRACK

### San Francisco Amateurs Meet at Ingleside in Bicycle and Motorcycle Contests.

The amateur bicycle and motorcycle races, which were run at the Ingleside track, San Francisco, on Sunday, June 12, for the benefit of the Golden Gate Park Athletic Amphitheatre, were well attended. Fast time was out of the question, owing to the poor condition of the track, which was dry and dusty, in addition to being very rough. The big ten-mile point relay race was won by the team representing the Bay City Wheelmen of San Francisco, whose score was 39 points to 27 for the New Century Wheelmen, their nearest rivals. Charles Long won the fifth and six miles for the Bay Citys, and Fred G. West, his clubmate, captured the seventh and eighth miles. The California Cycling Club was third, the Golden Gate Wheelmen were fourth, and the Central City Wheelmen were fifth.

W. C. Waible of the Garden City Wheelmen, San Jose, made a great fight for victory in the final heat of the one-mile handicap, in which he had 45 yards' start. McLaughlin of the Bay Citys, Trout of the New Century, and Waible came down the stretch together. Waible finished the race on a flat tire, and McLaughlin defeated him by inches only, Trout being third. In the three-mile handicap, Waible finished first, but was disqualified for starting before the gun was fired. Charles Long, of the Bay Citys, who was second from the 30-yard mark, thought Waible had been treated unfairly, so he gave him the first prize, which had been awarded to him. Trout, of the New Century, had been picked to win the race, but his chain broke during the first quarter of a mile.

D. Wilkie, of Oakland, won the three-mile motorcycle race from A. Cook and A. S. Margarson, in 4:28. Cook was second, finishing 20 seconds behind the winner. Wilkie and Margarson each rode a three-mile exhibition, Wilkie's time being 4:18 1-5, and Margarson's 4:28 4-5. Wilkie and Cook were mounted on Duck machines, while Margarson rode a Columbia. Edwin Mohrig, one of the oldest cycle dealers on the Pacific Coast, acted as referee for the contests. George Dixon, agent for Indian, Columbia and Rambler bicycles and motorcycles, acted as announcer. J. W. Leavitt, of Leavitt & Bill, was one of the scorers. Frank H. Kerrigan and George P. Wetmore were other old-timers who acted as officials. Summaries:

One-mile handicap—Won by F. H. McLaughlin, B. C. W. (scratch); W. C. Waible, G. C. W. (45 yards), second; A. Trout, N. C. W. ((scratch), third. Time, 2:35 1-5.

Three-mile handicap—Won by Charles Long, B. C. W. (30 yards); E. A. Mitchell, C. C. (30 yards), second; W. Kenyon, N. C. W. (145 yards), third. Time, 7:48 1-5.

One-mile point race—Won by Charles Long, B. C. W. (16 points); F. H. McLaughlin, B. C. W. (12 points), second; George Frey, B. C. W., third. Time, 2:31 2-5.

Ten-mile point relay race—Won by Bay City Wheelmen, F. H. McLaughlin, J. P. Simmons, Charles Long, Fred G. West and Charles H. Clark (39 points); New Century Wheelmen, W. Clayton, A. Trout, W. McWhirter, A. Wilkes and J. Schon ((27 points), second; California Cycling Club, E. A. Mitchell, W. Spellman, W. Brown, A. Lambrecht and A. Care (17 points), third; Golden Gate Wheelmen, L. Randall, P. Lawrence, A. Daggett, W. Mills and W. Steinman (6 points), fourth; Central City Wheelmen, W. Kiniard, H. King, T. Warmuth, G. McGrath and W. Gustavason (1 point), fifth. Time by miles, 3:19 3-5, 3:27 1-5, 2:49 2-5, 3:29, 2:37 3-5, 2:53 4-5, 2:35 2-5, 2:38, 2:35, 2:23 3-5. Time for ten miles, 29:30 3-5.

Three-mile motorcycle race—Won by D.

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NEW YORK BRANCH 214-216 WEST 47TH ST.

Wilkie, Oakland; A. Cook, second; A. S. Margarson, third. Time, 4:28.

Three-mile motorcycle exhibition—D. Wilkie. Time, 4:18 1-5; A. S. Margarson. Time, 4:28 4-5.

### Merrick Road Fixed.

The United Cycle Clubs of Greater New York have been largely responsible for accomplishing one improvement much needed and for long. This is the resurfacing of the Merrick Road from Jamaica out to Springfield. For two years the crushed stone for this work has been lying at the roadside and the work undone. What was left of the material has now been put into place.

The Canadian amateur championships will be held at Fredericton, N. B., on July 1 and 2. The McCarthy brothers, of Stratford, Morton, the present Canadian champion, and T. B. Mitchell, of Toronto, will probably represent Ontario.

## TACKS MAR RACE

### Put Out Scratch Men in C. R. C. of A. Annual "Fifty"—Price the Winner.

The third annual fifty-mile handicap road race of the Century Road Club of America last Sunday attracted 135 entries, of whom ninety-nine faced the starter. The race started from West's Hotel, at Valley Stream, at 2:30 p. m., and the men rode via Bellmore and Springfield back to Valley Stream, covering the course twice for the fifty miles. Nearly two thousand spectators watched the start and finish at Valley Stream.

Theodore Price, of the Y. M. C. A., finished first, in 2:36:30 actual time. Price had 32 minutes handicap. H. J. Madden, handicap 30 minutes, gave Price a great fight for first place, the pair locking handle bars as they crossed the line, Price winning by three or four inches. There were no accidents to mar the race. Some one had sprinkled carpet tacks over the road outside of Freeport, and punctures ruined the chances of several of the scratch men.

The scratch men were an unusually fast lot, comprising Charles Mock and Joseph Kopsky, of the C. R. C. A.; H. F. Cranston and J. G. Townsend, of the Tiger Wheelmen; L. J. Wentz and Edward Forrest, of the National Athletic Club, and Adolph Krohn, of the Monitor Cycle Club, the latter winner of the time prize in the last Irvington-Millburn. Krohn was shaken by the others after they had ridden thirty-five miles. Both Mock and Kopsky had their tires punctured by the tacks at Freeport the first time around the course. On the second round Townsend, Cranston and Forrest ran over some of the tacks and Wentz escaped. The latter won the time prize in 1 minute 55 seconds faster time than that of Forrest, who won second time prize. Townsend took third time prize, finishing 2 minutes 30 seconds after Forrest. Summary:

| Place.              | Name.                             | Handicap. | Net time. |
|---------------------|-----------------------------------|-----------|-----------|
|                     |                                   | M.S.      | H.M.S.    |
| 1—                  | Theo. Price, Y. M. C. A.....      | 32:00     | 2:36:30   |
| 2—                  | H. J. Madden, unattached.....     | 30:00     | 2:34:31   |
| 3—                  | A. Pantilla, unattached.....      | 27:30     | 2:31:32   |
| 4—                  | A. Huron, Elton Team.....         | 35:00     | 2:39:01   |
| 5—                  | C. R. Scherer, Farmingdale.....   | 27:30     | 2:31:33   |
| 6—                  | C. S. Schnepp, C. R. C. of A..... | 35:00     | 2:39:03   |
| 7—                  | Walter Goerke, National A. C..... | 35:00     | 2:39:04   |
| 8—                  | G. C. Groot, Sunset W.....        | 35:00     | 2:39:05   |
| 9—                  | F. T. Miller, unattached.....     | 32:30     | 2:36:36   |
| 10—                 | A. Widman, Monitor C. C.....      | 30:00     | 2:34:40   |
| 11—                 | W. Stober, Park Circle W.....     | 30:00     | 2:34:40   |
| 12—                 | C. H. Homan, Sunset W.....        | 22:30     | 2:29:15   |
| 13—                 | T. E. Finger, C. R. C. A.....     | 25:00     | 2:31:48   |
| 14—                 | C. Martin, Tiger W.....           | 32:30     | 2:40:12   |
| 15—                 | P. J. Baum, Port Richmond.....    | 25:00     | 2:35:00   |
| TIME PRIZE WINNERS. |                                   |           |           |
| 1—                  | L. J. Wentz, National A. C.....   | Scratch   | 2:23:35   |
| 2—                  | Ed. Forrest, National A. C.....   | Scratch   | 2:25:30   |
| 3—                  | J. G. Townsend, Tiger W.....      | Scratch   | 2:28:00   |
| 4—                  | C. H. Homan, Sunset W.....        | 22:30     | 2:29:15   |

George W. Anderson, the fastest amateur sprinter of Worcester, Mass., has received an invitation from R. F. Kelsey, chairman of the N. C. A. Board of Control, to register as a professional before he does any more racing. Anderson has not yet made up his mind whether to accept the invitation or to retire.



## MONTCLAIR'S UNIQUE CLUB

**"Youngsters" Between Forty and Eighty Organize—Their Remarkable Rules.**

When an old goat frisks about as a kid one is at a loss to account for it, but when daddies and granddaddies feel the spirit of youth swelling within them and go cavorting about the country like boys, one is pretty sure to find the bicycle beneath it all or them all. There is nothing like the little two-wheeler for restoring youthful feelings, and had only the bicycle been invented at the

composed of a lot of boys, or rejuvenated men, prematurely gray, let him read the following constitution of the club:

**Membership.**—Young men between the ages of forty and eighty are eligible to membership. Children between thirty and forty will be admitted only when accompanied by parent or guardian. Infants under thirty not allowed at large, but may accompany the club if securely chained to the ambulance.

**Speed.**—No member will be allowed to ride at more than ten or less than one mile an hour.

**Officers.**—The officers of the club shall be as follows:

1. Grandpa. The duties of this officer shall

tutes to any deacons who may be unable to officiate the next morning.

**Meetings.**—This club will meet for the first time on Saturday April 30, 1904, at 3 p. m. If there are any survivors, they will meet again the following Saturday.

**Dues.**—Give the devil his dues. A club of good men needs none.

**Amendments.**—These rules may be amended at any time, by anybody and in any way.

### Toledos' Elects Club Leaders.

The Toledo Cycling and Motor Club has completed its organization by the election of officers for the two divisions, viz.: Motorcycle division, H. J. Chubbuck, captain. Mr. Chubbuck is exceptionally well adapted for the office, being the motorcycle expert of the Consolidated Manufacturing Company (formerly the Kirk-Snell Company); Roy Robbins, first lieutenant, and Beryl Boyer, second lieutenant.

Cycling division, Captain, A. R. Oberwinger; first lieutenant, Arthur Gendron; second lieutenant, H. A. Kittridge.

A great deal of enthusiasm is being manifested in the new club, more than forty members being already enrolled.

The club will plan to hold a "revival run," in which all Toledo wheelmen will be invited to participate, and has scheduled a road race for motorcycles for July 4.

### Rochester Club Elects Officers.

The East End Cycle Club, of Rochester, N. Y., held its semi-annual meeting and election of officers last week at the club headquarters, No. 76 Reynolds Arcade. The election resulted as follows: President, Dr. J. J. Scott; vice-president, Earl Bissell; recording secretary, Evelyn Wright; financial secretary, W. H. Hotchkiss; treasurer, James Erwin; board of managers, George R. Herschell, Walter Bradley, Leon Latine and Herbert Bissell. There are many well known business and professional men among the members of the club, and it is one of the strongest organizations in the State.

### Elkes Monument Dedication.

The monument erected by popular subscription at the grave of the late Harry Elkes in the cemetery at Glens Falls, N. Y., was formally dedicated there last Sunday, June 19. Special trains running up from Albany carried goodly crowds of interested ones from Boston and New York. The ceremony was an impressive one, and was largely attended by residents of Glens Falls as well as by visitors.

The Eastern District Turn Verein Cycle Club of Brooklyn will hold a two mile road race to-morrow on the Merrick Road, at Rosedale, Long Island, open to members only. Three medals and three other prizes will be awarded to the successful contestants.

Subscriptions are being collected by the New Zealand League of Wheelmen, to enable it to send J. and R. Arnst, two of its best racing men, to France for the next Bordeaux-Paris race.



SOME MEMBERS OF THE MONTCLAIR "YOUNG MEN'S" CLUB.

time and one of them dropped into a Floridian spring, the quest of Ponce de Leon for the fountain of youth would not have been in vain.

All this is apropos to the fact that a lot of church deacons in New Jersey, out at Montclair, who have gotten out their bicycles, and despite the fact that their paternal stage of life is betrayed by the hair of their heads and chins, when these are not bald, being sprinkled with the cold, gray ashes of their youth, they have organized a club for Saturday pleasure runs, and in the exuberance of their bicycle bestowed glee they have called it "The Young Men's Bicycle Club of Montclair, N. J." Their idea, presumably, is to ride on Saturday so as to be able to recuperate under the soothing influences of the Sunday sermon. The club was organized in April, and if any one does not think it is

be to guide the club to properly macadamized roads, mostly downhill.

2. Chief of Fat Men's Brigade.—The principal duty of this officer shall be to dismount at the first suspicion of a hill.

3. Commissary General.—Chief duty to see that members of the club are provided with sarsaparilla, ginger ale, phosphates, etcetera, at proper times and in proper places; also that the deacons do not misinterpret or too freely construe the word etcetera.

4. Driver of the Ambulance.—Duties too numerous to mention.

5. Grand Escort.—All members who are able to walk after the club "runs" will constitute a grand escort, whose duty shall be to provide carriages for the majority and see that each is safely delivered in his own home, with proper supplies of arnica and liniment. They will also offer their service as substi-



## "IVER AND I ARE OUT"

**Mc Farland Says Lawson may go His Way  
—Mac is After Championship.**

"Iver and I are out." When Lawson made up his mind to race on European tracks this year his views did not meet with the approval of his partner, Floyd A. McFarland, and the famous pair will go their ways separately, though they are still warm personal friends and have had no quarrel, as has been reported.

"This country is good enough for me this summer," said McFarland. "Iver wanted to go to France ever since he arrived here in New York and found letters from France offering him contracts to race in Europe. I told him that I thought he would do better to remain in this country and race on the N. C. A. circuit and at the St. Louis Exposition, but he had the Europe idea too firmly fixed in his head, and would not listen to my arguments.

"Lawson has a contract for seven races, and, of course, if he does as well as he hopes to, will have as many more races offered to him as he cares to compete in. We parted good friends, and when he comes back here in September we will probably go back to Australia together on the same boat from San Francisco. We did not have any quarrel, but talked things over and agreed to go it alone from now on. We may be partners again when we race in Australia, but we have no understanding about that.

"So far as I am concerned, I will race here until it is time to go back to Australia. I am quite sure that the central cycle governing body of Australia will not uphold the suspension of the League of New South Wales Wheelmen, and that I will be able to race here all season. In the fall, when the circuit is finished here, I expect to return to Australia and race there again. I was offered a nice contract by one of the bicycle makers in Australia, and may have one of the leading Australian riders for a team mate in my races there.

"I intend to have a try for the N. C. A. circuit championship on my own account this year. I am rather tired of being just a team mate for a star, and propose to see what I can do for myself. I have been good enough to team with champions the last few years, and think perhaps I can win a few races for myself. I will promise one thing—the Bedells and Kramer and Fenn will not win quite so many of the prizes after I get in condition, as I think I am as fast as any of them, with the exception of Kramer. There have been times, too, when I have beaten Kramer, and, perhaps, I may be able to do it again.

"I will train at Manhattan Beach, as I did last year. I think it is a more healthy place to train, and riding against the wind every day makes a rider stronger than if he trained at Vailsburg, where the track is more sheltered. I may get a team mate of my own

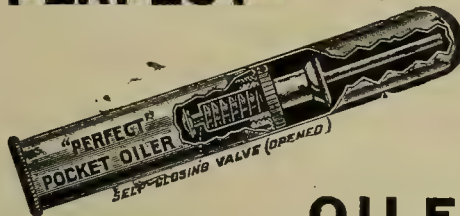
later on, but if I do I guess I will be the star member, and not the man to do the work so the other fellow can get the glory. A lot of people have asked me why I didn't take a chance at the championship myself since I came back from Australia, and I am going to show them what I can do.

"And I'll have a whole lot of fun doing it, too, see if I don't. Maybe I am not fast enough to be champion, but the others will all know they have been in a few bicycle races."

### Novel Paced Race.

Charles River Park is to be the scene of a novel race on June 28, when Harry Caldwell is matched to meet James Moran. The latter has won seven straight races this season, and has accepted the challenge recently issued by Harry Caldwell, who resumed riding on June 17, after an enforced vacation due to a broken collarbone. The pair will race ten miles behind four horsepower motors, and another ten miles paced by the large motors. If each man wins a heat, they will ride another heat at the same distance. A coin will be tossed, and the winner of the toss will decide whether the large or the small motors will be used for pace in the deciding heat. The pacemakers will not be allowed to wear any padding, and in case an accident happens before the beginning of the tenth mile in any of the heats the race will be started over again.

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## THE INDIAN WINS.



First an almost clean sweep in the New York hill climbing contest. Now a decisive victory in the

## BUFFALO 50 MILES ROAD RACE

on June 11th

which was won by A. S. Noonan, Rome, N. Y. on an Indian in

## 1 H. 11 M. 30 S.,

an average of 1:26 per mile.

## AND AGAIN

were the "Clamorous Claimants," the "just-as-goods," the road locomotives and the "baby elephants" conspicuous chiefly by their absence or by their defeat. Why?

If the Indian's performance does not speak for itself,

## ASK INDIAN RIDERS

At San Francisco June 5, Indians captured 5 out of 6 events.

## ARE YOU RIDING A WINNER?

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**THE BRUNETTE COMPANY**  
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## PROBLEMS OF COASTING

### Some Interesting Facts and Reflections on Fixed Gears Versus Coaster Brakes.

While there may be those inclined to view the results of the Metropole Cycling Club's coasting contest as establishing the superiority of the fixed gear for coasting, a careful study and analysis of the results of the past

occasions and win one first and two thirds, and that two men whom he practiced with and coached should win one first and two seconds, and also the fact that these same men should use the coaster brake at one time and the fixed gear at another, is convincing proof that, as in nearly all other forms of competition, success is due to the man and not to the machine. The table of the three contests is interesting, and supplies much food for thought:

#### 1902.

| Rider.                  | Gear.                | Weight. | Distance coasted in final.<br>Ft. In. | Distance coasted in heat.<br>Ft. In. |
|-------------------------|----------------------|---------|---------------------------------------|--------------------------------------|
| 1—F. Buehler.....       | Coaster brake        | 152     | 3088 4                                | 3062 2                               |
| 2—E. J. Dixon.....      | Fixed gear           | 225     | 3066 8                                | 3067 4                               |
| 3—W. J. Cox.....        | Coaster brake        | 150     | 3053 4                                | 3160 0                               |
| 4—C. C. Hildebrand..... | Fixed gear chainless | 143     | 3049 0                                | 3065 4                               |

#### 1903.

|                      |               |     |         |         |
|----------------------|---------------|-----|---------|---------|
| 1—W. J. Cox.....     | Fixed gear    | 147 | 3123 2  | 3309 8  |
| 2—P. Soderstrom..... | Coaster brake | 155 | 3108 11 | 3286 1  |
| 3—C. S. Dixon.....   | Fixed gear.   | 159 | 2981 6  | 3263 10 |
| 4—F. H. Fulton.....  | Coaster brake | 160 | 2979 11 | 3224 0  |

#### 1904.

|                         |               |     |        |        |
|-------------------------|---------------|-----|--------|--------|
| 1—P. Soderstrom.....    | Fixed gear    | 150 | 3285 6 | 3208 0 |
| 2—Thomas Wack.....      | Fixed gear    | 140 | 3274 6 | 3214 6 |
| 3—W. J. Cox.....        | Fixed gear    | 148 | 3261 2 | 3206 6 |
| 4—C. H. Winchester..... | Coaster brake | 198 | 3198 1 | ....   |

three events, leads to the conclusion that there is no difference between the coaster brake and the fixed gear, so far as ease of running is concerned.

Even if it ever should be shown that a bicycle can be coasted farther with a fixed gear, the position that must be taken by the rider, judging from the positions taken by the winning men, is so uncomfortable and tiring that no one would ever think of riding in that way except in a contest. Furthermore, if one is inclined to view the results in favor of the fixed gear, the margin is so small as to be negligible. In the first contest a coaster brake won from a fixed gear with a margin of 21 feet 8 inches. A coaster brake was third and a fixed gear chainless fourth.

The next year a fixed gear won by 14 feet 3 inches from a coaster brake, and set the record for the hill. A fixed gear was third, and a coaster brake was fourth.

This year the fixed gear took the first three places, and a coaster brake the fourth. More than half of the contestants used fixed gears and Palmer tires, due chiefly to the unusually large number of racing men who participated, and who, of course, employ only fixed gears. The fact that of forty prize men, thirty-four used Palmer tires is an indication that a resilient tire is a most important part of the bicycle. Of the various styles of bicycles used, not only this year but on the two previous occasions, the showing made by the cushion frame and the chainless models has been to indicate that these features have but very little, if anything, to do with the coasting qualities of the bicycle. The weight theory has also been exploded. In all three contests the prizes were taken by men of medium weight.

What these contests have proven is that skill and practice are the essentials to insure successful coasting. The fact that one man should roll the longest distances on two

#### Lawson Sailed a Free Lance.

Manager Alfred Reeves of the Pope company's racing team says the report is incorrect that he or the Pope company had anything to do with Iver Lawson's delayed departure for Europe. Lawson had signed no contract with the Pope company, and consequently there was absolutely nothing to prevent the Salt Lake City rider from going to Europe or any other place he pleased. Lawson makes the trip as a free lance, so far as his mount is concerned, as the Pope company is represented in France by Felix Fourquier and Knopf. Lawson took the same Columbias which he rode in Australia with him when he sailed on the Deutschland, and will probably ride them in his European races, though under no contract obligation to do so.

#### Monroe's Half Century.

On July 17 the Monroe Wheelmen, of New York, will hold their second annual half century run through Manhattan, Kings and Queens, and special efforts are being put forth to make it even more largely attended and successful than last year, when four hundred riders participated. A medal of rolled gold, with the club emblem, will be presented to every finisher, and the list of prizes is a large one. There will be two prizes for clubs having the largest number in the run, two gilt picture frames, exactly alike, so that if the Century Road Club Association wins the first prize there will be another equally as good for other clubs to compete for. The entry fee is \$1.50, and that is what the club is paying for the souvenir medals in quantity.

One of the riders entered in the twenty-five mile road race given by the Denver Bicycle Dealers' Association on June 11 was a one-legged man, W. H. Brown. He received a handicap of 15 minutes and finished in thirty-second position.

## CHERCHE LA FEMME

### Chicago Schoolboys in Turmoil Over Question of Admitting Girls to Cycling Club.

Cycling has many devotees among the students of the West Division High School of Chicago, so they called a meeting and formed a club. O. Peterson was elected president, O. Gerringer secretary, and Allen Huber captain. The road racing fever seems to have a firm hold on the youngsters, for they are planning to hold a road race for members only, to be run some time during commencement week.

Everything was serene and harmonious at the time the club was formed, and the members were in perfect accord. Now, however, peace has fled and former chums glare at each other and bandy sarcastic remarks in place of the friendly greetings they so recently exchanged. The eternal feminine, in the person of a number of girl students, applied for membership in the club as soon as they heard of its organization, and immediately peace, harmony and concord were entirely unknown quantities to the members of the newly formed club.

"The more girls, the merrier," declared the owners of tandems, a half dozen or more in numerical strength. "It is not good for man (or boy) to be alone, so says the Bible, and who are we to dispute the wisdom of Holy Writ? As we are but youthful savages at best, perchance the company of some few of our fair sisters on our runs may conduce more to a suppression of that boisterousness to which many of us are at times addicted. Two men (or boys) on a tandem soon weary of each other's company, but if one of the tandem crew is a lady—no matter how few her years—ah, that is very different."

"There were no girls among the charter members of the club, so why admit them now?" answered the scorching brigade in chorus. "They ever were a disturbing element, beginning with the time of the Garden of Eden, nor do they show signs of repentance or reformation in this day and generation. The club was formed at the instigation of the riders who wish to acquire glory as road racing men, and what place has woman in such a scheme? Let all available tandems be manned (or boy-ed) by lusty crews to pace future 'kings of the road' in their training spins. If the feminine students crave a cycle club, let them organize one of their own, but ours was formed for racing, and let us keep that goal in sight and not turn aside from the path we chose."

Both factions argued further, pro and con, and what the end will be, no one knows.

#### Road Race at Dublin—in Georgia.

There is to be a ten-mile road race at Dublin, Ga., during Chautauqua week, June 19 to 24. It is being arranged by the local dealers, and high grade bicycles will be offered as first time and place prizes.



# The Bicycling World

## AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, July 2, 1904.

No. 14

### BUYING IN OLD WHEELS

#### Pope Co.'s Plan for Gathering the Antiques and Putting Out the Chainless.

A positive and definite move was made this week by the Pope Mfg. Co. toward calling in the old chain wheels that are out and putting up-to-date chainless wheels in their places.

During the week advertisements to this effect appeared in the daily papers, and one will be found on another page of this issue of the Bicycling World. The "ads" are being put out in various places, with the addresses of the local Pope branch on them. A sample of those in the daily papers reads: "Bicycles Traded.—We will make liberal allowances for chain wheels traded in toward the purchase of chainless bicycles. Time limited."

Suspecting that this might signify the adoption by the Pope Mfg. Co. of the frequently discussed plan of getting hold of all the old bicycles and destroying them, the same as is done with second-hand sewing machines, to keep them off the market, an inquiry into the matter was made.

It appears that the plan of buying in old wheels in trade for new ones and destroying the antiques was seriously considered, and a modification of the plan decided upon. The scheme adopted involved the giving away of the old wheels under certain conditions that would be beneficial to all around. The plan as formed necessitates, however, the accumulation of a quantity of old wheels, and it is now so late in the season that some doubt is being felt as to whether a sufficient quantity of antiquities can be gathered to put it into effect.

#### N. C. T. A. Committees at Work.

The new regime of the National Cycle Trade Association is losing no time in getting to work. The classification committee's sub-committees are busily preparing their terms, and when the work is done a fair field of honest competition, without price cutting, will be insured.

The members of the sub-committee representing the coaster brake trade have arranged to have their conference in the New York offices of the N. C. A., on July 7, and meetings of the other sub-committees are being arranged.

### Germany Increases Export Lead.

Comparing the statistics for the first quarter of the current year with the same period of last year shows that Germany is not only the chief cycle exporting country, but is still steadily increasing her lead over the United States and Great Britain. The United States shows a gain, but Great Britain a marked decrease, in her exports. The following table shows the business done in the first quarter of 1903 and 1904 by the three countries:

| Exports of cycles and parts from— | First quarter— |             |
|-----------------------------------|----------------|-------------|
|                                   | 1904.          | 1903.       |
| Germany .....                     | \$1,362,122    | \$1,190,675 |
| Great Britain.....                | 921,733        | 1,156,250   |
| United States.....                | 572,426        | 552,177     |
| Totals .....                      | \$2,856,281    | \$2,899,102 |

### Ohio Dealers Plan Monster Meet.

The dealers of Newark, O., have formed the Newark Cycle Trades Association, and the membership includes nearly all of the active tradesmen in the city. Eugene F. Ball was elected president and George F. Streams was made secretary and treasurer. One of the objects the organization was formed for is the promotion of a monster race meet at the half-mile track in Idlewild Park, the date selected being July 22. The programme will include sprint races, motor paced races and contests for motor bicycles.

### Houk's Clever Scheme.

To demonstrate the reliability and durability of coaster brakes to Britishers, G. W. Houk, of Green & Houk, has had coaster brakes which are of American manufacture fitted to the bicycles of a dozen London newspaper distributors. English cycles, as is well known, are fitted with free wheels and hand operated rim brakes, and to thoroughly demonstrate the efficiency and superiority of the hub brake is Houk's aim.

### England's Exports Still Drop.

England's export and import trade in cycles and parts still continues its downward course. During May, goods to the value of £63,030 were shipped, as compared with £76,444 in May, 1903. For the five months ending May, her shipments totalled £314,205, a loss of £75,561 when compared with the same period last year.

The Two Rivers Cycle Works, Two Rivers, Wis., which was recently burned out, has resumed business, and is now located on Walnut street.

### COURT CATECHISES PLAINTIFF

#### In Deciding Coaster Brake Suit in Copeland's Favor it Scores Dilatory Patentees.

In deciding the long pending and bitterly contested patent interference case of William Robinson vs. J. S. Copeland in favor of Copeland, who stands for the Pope Mfg. Co., the Court of Appeals substantially read a lecture to those inventors who conceive an article but do not apply for a patent on it until some one else has done so. In the case in question, the chief point in issue was the backpedalling feature of the coaster brake, and which Robinson claimed as his own. Although every tribunal in the Patent Office decided against him, he carried the case to the highest court and again lost, as was stated in last week's Bicycling World. The language of the court was as follows:

"This is an appeal from the decision of the Commissioner of Patents in an interference case, wherein the matter in controversy is the right of priority of invention of an improvement in brakes for bicycles and other vehicles, described in sixteen several counts, as follows:

"These sixteen several counts have been divided by the examiner of interference in the Patent Office into two groups—one of which, comprising the ten counts numbered 1, 2, 3, 6, 8, 9, 10, 11, 12 and 13, calls for a double sleeve construction as applied to the rear hub, without mention of any means for connecting the inner sleeve with the brake mechanism—the other, comprising the six counts numbered 4, 5, 7, 15 and 16, describes such connecting means; and this classification has been adopted by the board of examiners-in-chief and by the Commissioner of Patents. It is important, in view of the fact that, as found by the several tribunals of the office, the several conceptions involved in the several groups were not originated at the same time by the appellant in this scene, while as to the appellee the distinction is not very important.

"Both of the parties appear to be inventors and patentees in matters of bicycle mechanism. The appellee Copeland is the senior applicant for the present invention: he came into the Patent Office with his application on April 29, 1898. The appellant Robinson did not file his application until June 25, 1901, or more than three years after his competitor. But this application was only a division of an application filed on September 18, 1899, which, therefore, for the purpose of this interference is to be regarded as Robinson's filing day. He also seeks to



connect his present application with two previous applications of October 8, 1897, and November 15, 1897, respectively.

"Robinson, in his preliminary statement, claims to have conceived the invention in question on or about October 21, 1897; to have disclosed it about the same time; and to have reduced it to practice by the construction of a full-sized operative machine in November and December of 1899. In this statement he somewhat confuses the matter by an allegation of drawings made before the date assigned by him as that of his actual conception, and by the statement that his ideas were embodied in a complete bicycle between October 8, 1897, and December 8, 1897. This statement is inconsistent and misleading, and should not have been made without some explanation.

"Copeland, in his preliminary statement, alleged conception of the invention on or about December 23, 1897; disclosure of it on December 29, 1897, and January 17, 1897; and the completion of a full-sized machine embodying the invention on February 15, 1898.

"The examiner of interference and the board of examiners-in-chief left in considerable doubt the matter of Robinson's conception of the invention on October 21 of 1897; but the Commissioner of Patents held that he had sufficiently established that date for himself, as to the first group of counts before mentioned, but that he had not shown any conception of the second group before Copeland's filing date of April 29, 1898. All the tribunals of the Patent Office, however, held that, even if Robinson conceived the invention in October of 1897, he did nothing thereafter toward its reduction to practice until November or December of 1899, about a year and a half after its constructive reduction to practice by Copeland; and that he was therefore chargeable with want of diligence; and they awarded judgment of priority of invention to Copeland. From the Commissioner's award Robinson has appealed to this Court.

"The appellant has upon him the double burden of being the junior applicant and of having against him the three concurrent judgments of the tribunals of the Patent Office; and we have held that under such circumstances he should, if he would prevail, establish his case in this Court beyond a reasonable doubt. We do not think that he has done so; and we see no reason for reaching a different conclusion from that reached by the Commissioner of Patents and the other tribunals of his office.

"That the appellant was the first to conceive the invention may well be assumed, although the testimony on the subject is far from being as clear as it should be. The testimony of the appellant himself is ample for the purpose; but, under the rules of evidence which must govern in such cases, corroboration is essential. The corroboration here is the testimony of one witness, which is somewhat wanting in definiteness. Still we think, as the Commissioner of Patents has thought, that it is sufficient for the purpose; and therefore it need not be discussed in detail. The weakness of the appellant's case lies in the fact that, after having conceived the invention, as we may assume that he did conceive, he put it aside and remained wholly inactive in regard to it for upward of eighteen months; and in the mean time the appellee Copeland conceived the invention, and constructively reduced it to practice by filing his application in the Patent Office.

"Robinson, it is true, makes some attempt to excuse his inactivity. He claims that he could find no one who was equipped to construct the requisite parts of the device and willing to do the actual work. But the plain answer to this is that he could have obtained a constructive reduction to practice by filing

his application in the Patent Office; and the very fact of his inability to get any one to do the work for him would have dictated the propriety of diligence in making such an application. He made four or five applications to the Patent Office during the interval when this invention was held in abeyance; and these applications were all for improvements in this same art. It is not apparent why he could not also have made an application for this invention at the same time. He also claims to have been, and no doubt he was, a very busy man in other directions; but it is well settled law that this is no sufficient excuse for inactivity which allows the intervention of others in the field of invention and the perfection of their enterprises. And if he was not too busy to make other applications that have been mentioned, we do not see why he should have been too busy to make the application for this present invention. We are of opinion that the Commissioner of Patents and the other tribunals of the Patent Office were right in holding that there was not due diligence on the part of Robinson.

"It follows that the decision of the Commissioner of Patents, awarding judgment of priority to Copeland, should be affirmed."

#### Details of England's Import Trade.

Despite the volume of its own export trade, England's imports of bicycles and parts from the different cycle producing countries form a considerable item and an interesting study, as will be seen from the following table:

|                      | 1903.    | 1902.     |
|----------------------|----------|-----------|
| United States.....   | \$50,394 | \$103,544 |
| Germany .....        | 15,128   | 9,394     |
| Holland .....        | 15,103   | 14,424    |
| France .....         | 12,332   | 8,195     |
| Belgium .....        | 5,332    | 5,269     |
| Canada .....         | 207      | 3,020     |
| Other countries..... | 531      | 659       |
| Totals .....         | \$99,027 | \$144,535 |

While the United States shows a good lead, it is less than half of what it was the year before. Germany and France show a material increase, and Holland and Belgium's business has changed but slightly. The imports of Canadian goods show a great falling off.

A large quantity of these imports are immediately exported—that is, the material is brought into port on one steamer only to be transferred to another.

The change in the nature of the import trade is strikingly shown by the fact that last year complete machines valued at £29,120 were received, as compared with £83,302 the year before. On the other hand, the value of parts shows a large increase, £69,907 being imported in 1903 and £61,233 in 1902.

#### Yokohama Likes American Bicycles.

According to statistics that have recently been issued, 10,329 bicycles were imported into Yokohama in 1902. Most of these bicycles came from the United States, a small percentage coming from England and Germany. The reason assigned for the popularity of the American cycle is that it is low priced and of light weight; it has no competitors in this respect. The cheap grades of European bicycles are too large and heavy for the Japanese whose stature is smaller than the European. They are rarely more than 5 feet 2 inches in height and their weight is in proportion.

## RECEIVER VS. INDIVIDUAL

### In Former Capacity Worcester Cycle Co., Official Admits Debt Contracted for Coal.

As receiver of the Worcester Cycle Mfg. Co., Frank Sullivan Smith, of this city, is perfectly willing to admit the legality of a claim against him for coal purchased from C. L. Claflin & Co., but as Frank Sullivan Smith individually he protests vehemently against acknowledging the claim. Litigation relative to the matter is now before the Massachusetts courts, forming the newest phase of the interminable Worcester Cycle Mfg. Co. suits which have engrossed so much attention since the concern went to the wall in 1896.

An answer was filed in the Superior Court, Worcester, Mass., last week by counsel for Smith, receiver of the Worcester company, in a suit brought by a Worcester concern to recover for coal.

The writ was entered in the Superior Court the first Monday in May, the title of the case being C. L. Claflin et al. vs. Frank Sullivan Smith, of New York, and the ad damnum of the writ was \$1,000, in an action of contract. On May 9 the plaintiff's action to amend the writ and declaration was allowed, whereby the writ was amended to read: Frank Sullivan Smith, of the city and State of New York, as he is receiver of the Worcester Cycle Mfg. Co., duly appointed by the Circuit Court for the District of Massachusetts.

Defendant, in his answer, admits the allegations contained in count 1, to the effect that as receiver of the Worcester Cycle Mfg. Co. from April 1, 1898, to June 17, 1898, he purchased several lots of coal for prices amounting to \$261.31, and that he has failed to pay therefor. He alleges that he bought the coal in no other way or manner than as receiver of the Worcester Cycle Mfg. Co., duly appointed by the Circuit Court of the United States for the District of Massachusetts. He admits the allegations contained in count 2, to the effect that, as receiver of the Worcester Cycle Mfg. Co., he owes C. W. Claflin & Co. \$261.31, with interest thereon from July 1, 1898.

The defendant consents that judgment be entered against him as receiver of the Worcester Cycle Mfg. Co., duly appointed by the Circuit Court of the District of Massachusetts, and demands judgment that the declaration be dismissed as to any other liability than as receiver.

#### Buys 40 per cent More Bicycles.

Under the heading "Financial Pointers," the Newark (N. J.) News recently printed the following item: "The sales of bicycles so far this year have increased about 40 per cent, as compared with the same period in 1903."

Of Natal's imports in bicycles and parts last year \$24,250 worth came from Germany and \$14,550 from the United States.



## EXPORTS DECIDED DROP

**Loss in May is \$45,185.—Great Britain is Only Buyer to Show a Big Gain.**

Losses in the total export values for two months in succession are disclosed for the first time for nearly half a year by the government statistics for May last.

When compared with the corresponding month of 1903, a drop of \$45,185 is revealed, which is made up of losses, heavy in the case of several of the chief customers. Germany, from which the demand has been steadily good for some time, is in the wrong column this month. British Africa shows the usual heavy shrinkage. France heads that column with a loss of \$15,664; Japan and the Netherlands follow, their losses being, respectively, \$11,366 and \$10,813; other countries, together with their losses, are British Australasia, \$9,081; Germany, \$4,059; British Africa, \$3,454; Italy, \$3,078; Mexico, \$2,179; Argentina, \$2,062. Smaller customers on the list are "Other Europe," the Chinese Empire and "Other Asia" and Oceania.

Great Britain and several of her colonies predominate in the small list of countries where a gain is recorded: Great Britain took \$9,720 more goods than last year. The other countries, with their gains, are: Belgium, \$2,650; British North America, \$2,510; Cuba, \$1,980, and the British East Indies, \$1,697.

The exports in detail for the month and eleven months, respectively, are as follows for the corresponding periods:

| Exported to—                                      | May.      |           | Eleven months ending May. |             |             |
|---------------------------------------------------|-----------|-----------|---------------------------|-------------|-------------|
|                                                   | 1903.     | 1904.     | 1902.                     | 1903.       | 1904.       |
| United Kingdom.....                               | \$25,663  | \$35,383  | \$407,588                 | \$242,506   | \$246,785   |
| Belgium .....                                     | 4,878     | 7,528     | 43,846                    | 35,624      | 51,061      |
| France .....                                      | 26,154    | 10,490    | 197,319                   | 146,896     | 73,695      |
| Germany .....                                     | 19,783    | 15,724    | 297,146                   | 114,619     | 124,555     |
| Italy .....                                       | 6,227     | 3,149     | 63,669                    | 44,324      | 51,455      |
| Netherlands .....                                 | 15,038    | 4,225     | 153,032                   | 75,968      | 110,292     |
| Other Europe.....                                 | 13,670    | 12,305    | 294,424                   | 170,673     | 166,084     |
| British North America.....                        | 17,813    | 20,323    | 149,673                   | 156,678     | 110,875     |
| Central American States and British Honduras..... | 248       | 156       | 4,454                     | 2,805       | 2,916       |
| Mexico .....                                      | 4,972     | 2,793     | 20,656                    | 42,730      | 40,216      |
| Cuba .....                                        | 1,349     | 3,329     | 16,035                    | 9,236       | 18,480      |
| Other West Indies and Bermuda.....                | 2,958     | 3,410     | 47,063                    | 34,309      | 29,774      |
| Argentina .....                                   | 2,062     | —         | 9,644                     | 12,241      | 10,589      |
| Brazil .....                                      | 389       | 591       | 5,181                     | 6,664       | 11,094      |
| Colombia .....                                    | 173       | 231       | 981                       | 916         | 1,629       |
| Venezuela .....                                   | 64        | 13        | 604                       | 258         | 604         |
| Other South America.....                          | 1,142     | 1,090     | 23,214                    | 16,962      | 15,540      |
| Chinese Empire.....                               | 1,110     | 385       | 58,364                    | 19,521      | 12,393      |
| British East Indies.....                          | 1,282     | 2,979     | 43,261                    | 35,338      | 22,662      |
| Hong Kong.....                                    | 310       | 300       | 4,904                     | 2,813       | 8,373       |
| Japan .....                                       | 37,754    | 26,388    | 213,332                   | 406,134     | 386,822     |
| British Australasia.....                          | 21,730    | 12,649    | 191,943                   | 220,505     | 270,585     |
| Philippine Islands.....                           | 484       | 368       | 16,489                    | 14,192      | 20,816      |
| Other Asia and Oceania.....                       | 1,202     | 605       | 23,189                    | 28,733      | 18,944      |
| British Africa.....                               | 3,802     | 348       | 101,370                   | 92,380      | 11,204      |
| All other Africa.....                             | 88        | 360       | 3,048                     | 7,989       | 7,146       |
| Other countries.....                              | —         | 38        | 129                       | 30          | 38          |
| Total.....                                        | \$210,345 | \$165,160 | \$2,390,558               | \$1,941,044 | \$1,824,621 |

### Anstralias a Good Customer.

Statistics that have just been issued of the British export of cycles and parts to Australasia, which colonies take more than one-third of her total exports, show a general increase. The trade with New Zealand shows a steady gain, and is in a healthy condition, which is accounted for largely by the fact that New Zealanders are very enthusiastic

cyclists. The trade there also consists of a greater proportion of finished bicycles, due to peculiar labor conditions, than in Australia, where the assembler is a most important factor.

Victoria, of which Melbourne is the chief city, and through which the greater portion of the export business is done, shows an increase over the preceding year, but a decrease when compared with the business two years previous. New South Wales shows steady improvement, and South Australia, Queensland and Tasmania show an improvement over the preceding year. West Australia is the only district that shows a steady decrease. The exports from the United States to these colonies also have advanced satisfactorily, having increased from £45,506 in 1900 to £65,760 last year. While the German export trade is still small, their business last year doubled that of 1901.

Within the last few years a large number of small cycle makers have established themselves, and the trade in finished bicycles is gradually giving way to high grade parts. The following table shows the value of British cycles and parts sent to Australasia in the three years 1901-'03:

|                      | 1901.    | 1902.    | 1903.    |
|----------------------|----------|----------|----------|
| New Zealand.....     | £92,632  | £58,591  | £50,781  |
| Victoria .....       | 54,264   | 42,916   | 76,156   |
| New South Wales....  | 28,820   | 25,180   | 20,886   |
| South Australia..... | 10,001   | 6,574    | 8,184    |
| West Australia.....  | 8,406    | 12,536   | 14,290   |
| Queensland .....     | 5,498    | 5,212    | 5,900    |
| Tasmania .....       | 1,602    | 1,143    | 1,067    |
| Totals.....          | £201,223 | £152,152 | £177,264 |

### Czar Drew the Line.

It has remained for a British journalist to discover that when the Czar of Russia recently ordered two American bicycles he stipulated that there should be no japanning on either machine!

## MONEY IN VULCANIZING

**Any Repairer Can do a Profitable Business in This Class of Work.**

Vulcanizing tires and other automobile repairs are, perhaps, an opportunity for the cycle dealer or repairer that frequently is not made the most of. Many of the people now managing the salesrooms and garages of automobiles do not possess the knowledge of repairing tires, and, believing it is very similar to bicycle tire work, they send their tires to a bicycle shop. It offers an opportunity of reaping some of the profit of the automobile business without any of its risks or large investment, and the man who can do good vulcanizing need have little fear of not being able to command a good price. An automobile tire is an expensive article, and in many localities a cut tire, if there is no repair man in the town, must be returned to the manufacturer or to some repair depot, which necessitates delay and express charges.

Many repairers appear to regard vulcanizing as a chemical process where technical knowledge or skill are required. The process is, however, very simple, and good work can be turned out by any competent man after comparatively brief experience. The apparatus consists essentially of molds of various shapes and sizes to fit different makes of tires, whereby the tires can be clamped into place and heated with steam under pressure.

The principle of vulcanizing rubber consists essentially of taking the pure gum, which has been washed, masticated and calendered to free it of impurities, and which in this condition is plastic, and mixing it with a definite quantity of sulphur.

### Revival Brings Out Old Cocks.

"Why is it that now, when there is unquestionably an increase of interest in cycling, and more riding is being done than for years, retail trade is no better than it is?"

The question was asked of a New York dealer who is usually pretty busy. He answered:

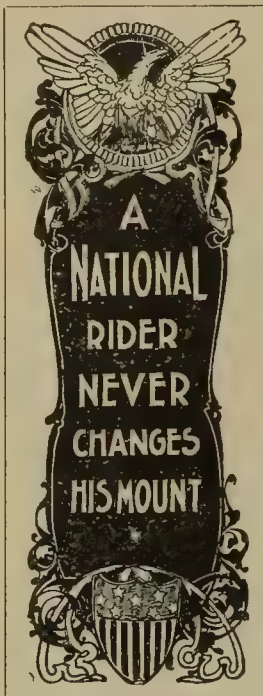
"You wouldn't be surprised at the comparatively small number of new wheels being sold if you would keep track of our parts business for awhile. They come in here in streams for new parts to old cocks, these riders with a revived interest. I have as many as seventy-five and one hundred inquiries a day for parts to bicycles made in the '90s. Riders seem determined nowadays never to give up their old mounts so long as it is possible to patch them up. They do not know, of course, what pleasure they are losing by riding those old wheels instead of a new one, and a great campaign of education is needed to teach riders how well worth while it is to give up the old for the new. But what can I do? When they want parts for antiquities and I have them I am glad to sell them."

### Stubbs Took Warning from Wyman.

After reading the account of George A. Wyman's cross-continent trip in the files of the Motorcycle Magazine, F. B. Stubbs, the Londoner who contemplated a "little run" on a motor bicycle from New York to San Francisco decided "the game to be not worth the candle." He had but the vaguest idea of the conditions that confronted him.



# WHEREVER THEY ARE RIDDEN THEY WIN



## Was You at the Race?

Ride a National and become a winner.

Only three Nationals in the race and each one took the best prize. Riders who never won a race came in first. It is easy money when you ride a NATIONAL.

*Above is a copy of a local advertisement of one of our old customers.*

**NATIONAL CYCLE MFG. CO.,**  
BAY CITY, MICH, U. S.A.

Makers of Bicycles  
for Winners.

## DEALERS ASK WHY FISK TIRES DO NOT PUNCTURE AS EASILY AS OTHERS.



### BECAUSE

They are made of new rubber and special made fabric, which gives resilience and strength.

Quality is never questioned.

One only, THE BEST.

If you want satisfied customers, buy FISK Line of Bicycle, Motor Bicycle, Carriage and Motor, Single or Double Tube.

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SPRINGFIELD,  
NEW YORK,  
SYRACUSE,

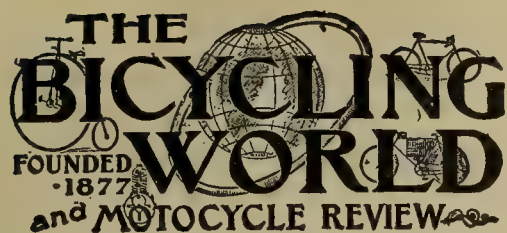
BUFFALO,  
DETROIT,  
CHICAGO,  
SAN FRANCISCO.

PHILADELPHIA,  
WASHINGTON,  
TORONTO,  
ST. LOUIS,  
LONDON.

OMAHA,  
MINNEAPOLIS,  
DENVER,  
LOS ANGELES.

**FISK RUBBER COMPANY,**  
Chicopee Falls, Mass.





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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, JULY 2, 1904.

### Red Tape Rampant.

Red tape is a mighty poor thing to have in the bicycle business. The rider of to-day is in no humor to stand on ceremony, to be directed from pillar to post and back again to pillar when in need of anything. He wants quick service no less than good service, and if he doesn't get it he is going to rise up on his hind legs and express himself in strong and plain English, that will leave no room for doubt as to his feeling in the matter.

When a rider wants a part he wants it and not excuses. One or two disappointments he may put up with fairly well; but after that his patience is apt to exhaust itself quickly. He is not particularly interested in knowing why it does not come, or whether it is A's or B's or C's fault. The system which prevents waste and keeps tab on everything that leaves the factory does not appeal to him when he finds that it is responsible for the non-appearance of his part. He is just

as likely to begin by damning the system and the man who devised it and end by damning the concern which keeps it in operation.

All this is bad enough when the part is wanted to replace a lost or broken one, or to make a change that the rider has decided on. But when it is needed to make a purchased machine conform to specifications, and when the factory was originally at fault in not so shipping the machine, and the onus of making it right is on the said factory, it is small wonder that indignation is felt and that it soon becomes exasperation.

Cases of the kind are undoubtedly rare, but they are by no means unknown. One such came under our notice recently. The machine was not according to specifications, and, although nearly three months have passed, the change has not been made. Promise has followed promise, and abortive attempts to make the change in turn followed the promises, but the result has always been nil. The order was sent in due form and as formally acknowledged, but there the matter rested. The rider becomes more indignant every week, and his blame now comprehends the dealer as well as the factory. The change will be made eventually, of course, but it will take more than that to smooth away the intense indignation that is felt, and which increases as the season lengthens.

### Develop Instructors.

Among other influences the disappearance of the bicycling instruction academy has had a share in causing a decline in the sport. How small or great a part it has played it is hard to say, but it seems certain that the part it played was important, and that the sport is suffering now for the want of it.

How sadly the hall of instruction is missed is continually forced upon the attention of the observant whenever out on the road. The great army of the untaught is ever increasing. A new generation of cyclists are riding, and the vast majority of them are untaught or self-taught, which, in this consideration, is the same. The idea is accepted that all has been learned when the beginner can pedal along and keep from falling and from running into things.

In consequence of the acceptance of this notion, we see upon the road at all times a great and increasing number of riders who do not know how to ride a bicycle. They sit awry, with saddle and handle bars improperly adjusted; they pedal with the hollow of their feet instead of the ball; they have no

ankle motion; they curve their spines and pull on the bars, and have no poise. They are plainly toiling. They get pains from riding instead of being relieved of pain by the exercise. They are the lukewarm ones who do not stick to the sport. It is no wonder. They do not enjoy it.

And why is this? Because they never have been taught. They do not know the importance of proper position. They do not know the difference between proper and improper pedalling. They do not know how to make adjustments judiciously, because they are ignorant of the finer points of riding and have no judgment.

All this is affecting the trade seriously, and yet it is astonishing to see how little attention dealers are paying to the situation. They do not take the proper interest in helping new riders.

The situation cannot, of course, be remedied by conjuring back into existence the crowded bicycle academies of the halcyon days, nor can dealers, as a rule, afford to give lessons on the road. They can, however, impress upon beginners the importance of being properly taught, and impress the same fact upon customers who are buying wheels for wives, daughters, sons, brothers and sisters with the object of teaching the relative themselves. They can (when they know enough themselves) tell them the essential points of instruction, and what to avoid.

Often dealers can well afford to spare the time to give instruction themselves or have some of their help give it. Doing so will often mean the difference between a contented and permanent customer and a disillusioned and backsliding one.

Here is a suggestion in this respect which may be worth while. In every village, every town and in the different districts of cities there are boys and young men who are clever riders, and, with some coaching by experienced dealers, would be competent to teach and who are anxious to make a little extra money. Sturdy schoolboys will do, and often they are competent without much coaching. There are plenty who are naturally good teachers. The trouble is that there are so many who are taught by others who are poor riders themselves. This material for good teachers might be utilized. Let the dealers when they see any of this material put the persons "up to" the idea of posing as a teacher. Let them hang a card giving their address in the cycle store and let orders for their services be left there. The price for instruction formerly was 50 cents a lesson.



There are quite a few dollars to be made at it by young men at this price. At half the price it will pay boys and young men who are not wholly employed.

Let the modern cycling instructor fit the conditions of the times. Let him be itinerant, instead of attached to an academy. Let his headquarters be at home, or at a cycle shop, and let him be called for like a doctor or a plumber and arrange appointments. Let the bicycle dealer discover the natural teachers in the material that is constantly under his observation. Let him inspire the selected ones to go into the business. Let him coach them and help them all he can. Then let him find customers for these instructors by impressing upon customers the importance of being taught to ride properly. By so doing he will be helping the sport, the trade and himself.

#### A Chance for Enterprise.

A boom becomes most odious in memory when it is realized how a healthy condition of affairs is made to suffer by comparison. Because the business in bicycles and bicycle goods at the present time, although healthy and normal, is not up to what it was when the hectic flush of a boom fever colored the face of cycling, there is the cry that the business is dead and dealers either quit or grow lukewarm in their work.

One of the annoying phases of this sentiment is encountered when one sets forth to purchase cycling clothing and accessories. Let any one set out now to equip himself for a tour, and he will have a sorry time of it. Bicycling suits are few and far between in the clothing and sporting goods stores, and it requires a lot of shopping to get one even in New York, where one expects to find everything. Suits can be obtained, however, and so can caps and shoes, lamps, horns, bells, etc. It is when one goes seeking the long stocking to go with the knickers and for carriers for the frame and handlebars, carriers of the haversack or the waterproof triangular box variety, that one is "stumped." The usual reply to inquiries for such goods is that they don't sell enough of them to make it pay to keep them.

The trouble seems to be this: In former days such goods could be had at every bicycle store, all the big department stores, at sporting goods establishments and at scores of drygoods and clothing stores, and, in the country, even at hardware and grocery stores. The trade in them, instead of being concentrated and confined to bicycle furnishing shops, was widely scattered, and so much

divided that when there came a falling off not one of all the hundreds of stores keeping such goods could do much business in them. Nowadays every sporting goods house, department store and bicycle agency gets occasional calls for such articles. They do not keep them and the number of inquiries they get do not warrant them in keeping them.

This points the moral of the situation. If all the inquiries that are received from time to time by the hundreds of different establishments in a big city like New York could be directed to some one place, it would pay that one place handsomely to keep a complete assortment of all the odds and ends used by cyclists. At present the shopper is not only turned away, but is given no hope in his quest; no one is able to tell him where he can go and get what he seeks. In consequence, after visiting four or five or a dozen places, according to his patience, he gives it up and manages to get along some way without what he wants, or take a makeshift substitute.

Now some enterprising business man, or concern, could take profitable advantage of this situation, by stocking up with all the goods that could possibly be wanted and advertising the fact. If it was generally known that there was one place in New York City, in Boston and other big places where a cyclist could get anything he might want, customers would be attracted from near and far. The clothing, department and sporting goods stores would send customers to such a place if they knew it existed. Cyclists from out of town would write for goods, and a good mail order business could be built up. A store with a reputation for keeping everything would get a lot of trade in sundries that now goes to places where it is not really appreciated. Any one will readily go to the one place, where he is sure of getting whatever he wants, instead of taking the chance of shopping in a number of stores for it.

To have the complete variety of stock that would fill every want, and to advertise the fact judiciously, would seem to be a sure way of stepping into a nice business in bicycle and sporting goods supplies just now.

Occasionally that old chestnut, does a moderately soft or a very hard tire run the better, springs up. Experienced riders do not need to be told to avoid extremes. An insufficiently inflated tire is comfortable, but hard running; while a hard tire runs easily, but jolts abominably.

## FIXTURES.

July 2-7.—Annual endurance contest Federation of American Motorcyclists.

July 4—Buffalo, N. Y., 25-mile road race.

July 4—San Jose, Cal., relay race.

July 4—Portland, Ore., coasting contest.

July 4—Bloomington, Ill., 14-mile road race.

July 4—San Antonio, Texas, 15-mile road race.

July 4—Baltimore, Md., bicycle and motorcycle track races.

July 4—Toledo, O., motorcycle race.

July 4—Chicago, Ill., bicycle and motorcycle races.

July 4—Naugatuck, Conn., 5 and 9 mile road races.

July 4—Middleton, Mass., 10-mile road race.

July 4—Westfield, Mass., track and road races.

July 4—Reno, Nev., 50-mile relay race, Oakland Wheelmen vs. Reno Wheelmen.

July 8-9.—Annual meet Federation of American Motorcyclists at Cambridge, Md.

July 9—Hartford, Conn., coasting contest.

July 17—Milwaukee, Wis., road race.

July 17—Monroe Wheelmen, New York City, annual half century run.

July 22—Newark, O., track race meet.

July 24—C. R. C. A. veteran century run.

July 24—Milwaukee, Wis., road race.

July 24—Los Angeles, Cal., road race.

July 28—Bloomington, Ill., 8-mile road race.

August 1-6—St. Louis Exposition meet.

August 7—C. R. C. A. 50-mile open road race, Long Island.

August 14—Milwaukee, Wis., road race.

August 18—Bloomington, Ill., 20-mile road race.

August 27—Lawrence, Mass., 10-mile road race.

September 3—London, Eng., World's championships.

September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.

September 5—Denver, Col., road race.

September 5—Detroit, Mich., 25-mile Belle Isle road race.

September 8-10—London, Eng., World's championships.

September 10—Atlanta, Ga., 20-mile road race.

#### Walthour Gets Nasty Fall.

Robert Walthour was very seriously injured on Thursday night in a three-cornered motor-paced race at the Stadium track, in Atlanta. He was thrown against the railing which surrounds the track, and one arm, two ribs and his collarbone were broken. It is feared he was also injured internally. Walthour's opponents were Ben Munroe and Basil de Guichard.

The contest was to have been twenty miles, and the accident occurred in the fourth mile. Walthour was pocketed by his opponents and thrown against two posts, three by six inches, with such force that they were broken. He was left hanging insensible on the railing, his feet dangling over the track. Walthour, still unconscious, was removed to his home in an ambulance.



## 25 READY TO ENDURE

Strenuous Six-Days Motorcycle Contest  
Begins Today—Entry List a Notable One.

To-day, before the Central Park sparrows have completed their morning toilet, the most strenuous and exhaustive motorcycle contest ever undertaken will be fairly under way—the annual Endurance Contest, which this year is being conducted by the Federation of American Motorcyclists.

The start will be made from the New York Motorcycle Club's quarters, 10 West Sixtieth street, at 5:30 a. m., when the first batch of four men will be given the word. They will be followed at one-minute intervals by the other contestants, who also will be dispatched in blocks of four. Their route will take them north on Central Park West to St. Nicholas avenue, to Lafayette Boulevard, to Broadway, to Riverdale avenue, into Yonkers. Thence they will follow the Hudson River to Albany—158 miles. They will put up at the capital over night. At 5:30 the next morning they will take their departure for New York, this time, however, following the west shore of the Hudson to Newburgh, whence they will strike back into the country and reach New York via Tuxedo, Suffern, Hackensack and the Weehawken ferry. On July 4 the one-quart fuel economy test occurs, and on the following day the trials at hill-climbing on the Fort George grade, and also the starting, stopping and slow-speed contests on Dyckman street, at the foot of that grade.

On July 6 straightaway runs from New York to Wilmington, Del—151.6 miles, via Hackensack, Orange, New Brunswick, Cranbury, Trenton, Burlington and Philadelphia—is the work laid out for the contestants. On the 7th they ride from Wilmington to Cambridge, Md., via Smyrna, Dover and Seaford, Del., and Federalsburg, Md. At Cambridge on July 8 and 9 the annual business meeting and race meet of the Federation of American Motorcyclists take place.

The varied and continued activity from July 2 to 9 makes it fair to style that period "Motorcycle Week."

This year's Endurance Contest is of a nature that makes the two previous ones appear mere runs by comparison. This form of competition was inaugurated by the Metropole Cycling Club in 1902, when the route led from Boston to New York. Of the forty-four men who started twenty-six "survived." The following year the New York Motorcycle Club joined the Metropole Club in promoting the event, the scene of which was from New York to Worcester, Mass., and return. Of the thirty-one men who started sixteen reached New York. This year the distance to be covered—nearly 600 miles—is twice as great as either of the

previous contests, and the road conditions are vastly more difficult, and will test the metal of the motor bicycles not less than it will test the mettle of the men who use them. The route from New York to Albany on either shore is at best a difficult one. If generally hard, the road surface is not generally smooth, and level stretches are the exceptions and not the rule. The northern half of the route, on both sides of the river, is marked by hills that are rough, steep and numerous, and, to make matters worse for

day following, and be likely to consider the comparatively level, if sandy, roads of Delaware in the nature of a boulevard.

The severity of this year's contest, and the fact that it occupies six days instead of three, as heretofore, naturally has affected the length of the entry list; the quality of the men, however, is, if anything, better than ever. With possibly three exceptions, all are experts in the fullest sense of the word. The struggle for points should, therefore, be unusually keen.

| No. | Name and town.                       | Bicycle.        | H.P.  | Bicycle weight. | Rider's weight. |
|-----|--------------------------------------|-----------------|-------|-----------------|-----------------|
| 1—  | James White, Newark, N. J.           | Light           | 1 3/4 | 100             | 152             |
| 2—  | J. M. O'Malley, Hartford, Conn.      | Tribune         | 2 1/4 | —               | 165             |
| 3—  | Walter Zeigler, West Hartford.       | Columbia        | 2 1/4 | —               | —               |
| 4—  | George M. Hendee, Springfield, Mass. | Indian          | 1 3/4 | 100             | 242             |
| 5—  | F. W. Tuttle, Hartford, Conn.        | Columbia        | 2 1/4 | —               | 145             |
| 6—  | N. P. Bernard, Hartford, Conn.       | Columbia        | 2 1/4 | —               | 140             |
| 7—  | E. M. Coates, New Britain, Conn.     | Columbia        | 2 1/4 | —               | 152             |
| 8—  | Edward Buffum, Boston.               | Yale-California | 2     | 110             | 180             |
| 9—  | Samuel J. Chubbuch, Toledo, O.       | Yale-California | 2     | 110             | —               |
| 10— | George B. Pieper, Brooklyn.          | Indian          | 1 3/4 | 98              | 150             |
| 11— | E. W. Goodwin, New York.             | Indian          | 1 3/4 | 98              | 160             |
| 12— | J. J. McNevin, New York.             | Rambler         | 1 3/4 | 110             | 130             |
| 13— | Fred. C. Hoyt, Springfield.          | Indian          | 1 3/4 | —               | —               |
| 14— | A. J. Banta, New York.               | Rambler         | 1 3/4 | 106             | 190             |
| 15— | F. A. Baker, Brooklyn.               | Indian          | 1 3/4 | —               | 150             |
| 16— | H. Y. Bedell, Hackensack, N. J.      | Indian          | 1 3/4 | —               | 125             |
| 17— | George N. Holden, Springfield, Mass. | Indian          | 1 3/4 | —               | 150             |
| 18— | Oscar Hedstrom, Springfield, Mass.   | Indian          | 1 3/4 | 100             | —               |
| 19— | G. H. Curtiss, Hammondsport, N. Y.   | Hercules        | 2 1/2 | 125             | 150             |
| 20— | J. J. O'Connor, Hartford, Conn.      | Columbia        | 2 1/4 | 135             | 150             |
| 21— | E. J. Edmond, New York.              | Thomas          | 3     | —               | 128             |
| 22— | William Simonson, Mineola, N. Y.     | Armac           | 3     | 108             | 165             |
| 23— | W. Harris Latham, Brookline, Mass.   | Yale-Columbia   | 2     | 110             | 135             |
| 24— | Frank M. Dampman, New York.          | Marsh           | 3     | 165             | 140             |
| 25— | H. A. Glieman, New York.             | Rambler         | 1 3/4 | 110             | 165             |

the contestants, the farmers during the past week or two have paid their annual tribute to the State by "working" the roads. Geo. B. Pieper and F. A. Baker, two of the men who will start to-day, sampled the route on last Sunday and Monday, and returned with more than a wholesome respect for it. Going into Albany on the east shore, Pieper solemnly affirms that the tombstones of some prehistoric graveyard have come to the surface. Many of the stones, the road-working farmers, in their wisdom, have covered with

Two riders of 1 3/4-horsepower Reading Standards also have been nominated, but have not been named.

Dampman and Simonson have entered only for the first series, comprising the events of the first four days. Hoyt, Baker, Bedell and Holden are entered for both the first and second series, the latter comprising the events of the last four days.

The basis of award for the four days runs is 1,000 points, or 250 per day. Each contestant is provided with a time table based

| JULY 2.                                                                                                                                      |                |                  |
|----------------------------------------------------------------------------------------------------------------------------------------------|----------------|------------------|
| Miles.                                                                                                                                       | Checker.       | First rider due. |
| New York                                                                                                                                     | (Leave)        | 5:30 a. m.       |
| 39.4—Peekskill                                                                                                                               | Wm. Lawson     | 8:28 a. m.       |
| 78.3—*Poughkeepsie                                                                                                                           | H. E. Winans   | 10:45 a. m.      |
| 116.9—Hudson                                                                                                                                 | Wm. Petry      | 1:17 p. m.       |
| 152.8—*Albany                                                                                                                                | R. H. Robe     | 3:41 p. m.       |
| JULY 3.                                                                                                                                      |                |                  |
| Albany                                                                                                                                       | (Leave)        | 5:30 a. m.       |
| 33.8—Catskill                                                                                                                                | R. D. Miller   | 7:45 a. m.       |
| 56.4—Kingston                                                                                                                                | J. B. Coons    | 9:15 a. m.       |
| 89.5—*Newburgh                                                                                                                               | Geo. Mason     | 11:28 a. m.      |
| 118.7—Suffern                                                                                                                                | W. S. Slavin   | 1:53 p. m.       |
| 154.0—*New York (Weehawken)                                                                                                                  | Will R. Pitman | 3:49 p. m.       |
| JULY 4.                                                                                                                                      |                |                  |
| One quart Economy test in New York City.                                                                                                     |                |                  |
| JULY 6.                                                                                                                                      |                |                  |
| Hill climbing trials on Fort George Hill, New York, and starting, stopping, and slow-speed tests on Dyckman street, at the foot of the hill. |                |                  |
| JULY 5.                                                                                                                                      |                |                  |
| New York                                                                                                                                     | (Leave)        | 5:30 a. m.       |
| 10.0—Hackensack                                                                                                                              | H. L. Marsh    | 6:10 a. m.       |
| 53.6—New Brunswick                                                                                                                           | W. J. McDade   | 9:04 a. m.       |
| 85.6—*Trenton                                                                                                                                | W. Richards    | 11:12 a. m.      |
| 122.6—Philadelphia                                                                                                                           | Chas. Krauss   | 1:44 p. m.       |
| 151.6—*Wilmington                                                                                                                            | V. R. Pyle     | 3:37 p. m.       |
| JULY 7.                                                                                                                                      |                |                  |
| 151.6—Wilmington                                                                                                                             | (Leave)        | 5:30 a. m.       |
| 200.0—*Dover                                                                                                                                 | W. Culveyhouse | 8:44 a. m.       |
| 236.0—Seaford                                                                                                                                | E. J. Allen    | 11:08 a. m.      |
| 271.0—*Cambridge                                                                                                                             | H. H. Wright   | 1:28 p. m.       |

\*Controls at which times will be taken. The other points are merely checking stations.

loose dirt. As a result, Pieper states that it was necessary almost to bound from one unseen rock to another. About fifty miles out of Albany, on the west shore, the highway is in little, if any, better condition.

Baker is more conservative in the picture which he draws, but he does not hesitate to say that the man who fancies that he will participate in anything like a pleasure jaunt is due for the bitterest disappointment of his life, and will think he is in heaven when he encounters the magnificent road from New York to Philadelphia, on the Wednes-

on a maximum speed of 15 miles per hour and a minimum of 12 miles for bicycles of 2 1/2 horsepower or over, and only 10 miles for those of less power. For each minute a rider is tardy on his slow schedule he loses one point; for exceeding the 15-mile limit, he is cautioned and penalized five points, and three cautions carry with them disqualification from the entire contest. The competitor who adheres closest to his 15-mile schedule will receive the chief award, a gold medal.

In New York the machines will be kept



under lock and key at the White Garage, 42 West Sixty-second street. Paul Deming, the enterprising manager of that concern, will also drive the White touring car, which will pace the contestants in the stopping trials on July 5.

The rules governing the contest, and which the F. A. M. will probably adopt for the conduct of all contests whenever held, are as follows:

The object of the endurance contest is to demonstrate and promote the reliability and facility of motor bicycles and the endurance, judgment and skilfulness of riders in their operation and care.

The contest will be open to motor bicycles only, classified according to motor power, and by the term motor bicycle it must be understood that they be equipped with cranks and pedals and in condition to be driven by pedal propulsion if occasion requires. Each contestant may pedal at any time without penalty.

The bicycles entered will be classed as follows: Class A, motors under  $2\frac{1}{2}$  horsepower; Class B, motors of  $2\frac{1}{2}$  horsepower and over. No entry will be accepted where, in the judgment of the committee, abnormal conditions exist. Horsepower ratings will be based upon catalogue ratings of the makers of the motors.

Contestants must report at the starting point at least one-half hour previous to the start; they will be started in groups of four at one-minute intervals.

All machines, equipped with mufflers, must be submitted thirty minutes before the start of the contest to the referee and his assistants, who shall establish their own rules of identification. Immediately after finishing contestants must deliver their machines to the same officials for verification.

Two numbered devices will be provided, one to be worn on the right arm, the other to be affixed to the right side of the battery box or the gasoline tank.

The schedules for each contestant will be figured on the basis of a fast schedule of fifteen miles an hour for both classes, and a slow schedule of twelve miles an hour for Class B and ten miles an hour for Class A. There will be allowed on these schedules one and a quarter hours for meals. Each contestant will be furnished with these printed schedules for each day, numbered to correspond with entry number. On these schedules will be a list of the prominent towns en route, with progressive mileage and comparative times, fast and slow, for convenience of rider in checking his pace. For failure to start as per schedule no allowances of any sort will be made. It is incumbent on competitors to be ready at the times fixed.

The maximum schedule, being based on legal speed limits, will leave no excuse for violation. All contestants must provide themselves with a watch, that they may have means for observing this rule.

Checkers will be located at points indicated on schedules and at noon and night controls. It will be the duty of these checkers to see that each contestant personally signs his name opposite his name or number on the sheets provided for this purpose. It is imperative that contestants stop for this signature, and that checkers at controls insert the exact time of each arrival.

The location of checking points and controls will be denoted by a green flag at the right side of the road and about ten feet above same.

Checkers will remain at their stations one hour and fifty minutes from the time the last contestants are due on their slow schedules. Thereafter tardy arrivals must secure signed and witnessed certificates vouching for their arrivals. One point will be given to any contestant reaching a night control, irrespective of the time of such arrival.

The entire course must be covered by the contestant's own power or the power of his motor; the act of being towed or transported or permitting himself or his machine to be transported by any other means will carry with it the contestant's disqualification.

Gasolene will be available at all checking stations and controls. All gasolene he may use must be paid for by the contestant.

Any repairs may be made en route other than an entire substitution of bicycle or motor, but no allowance will be made therefor. Immediately on each arrival at night controls the machine shall be delivered to the referee and shall remain in his custody or the custody of his assistants throughout the night. Each morning the contestants will be permitted to replenish their supplies of gasolene or lubricating oil in the control. After the machines have been released by the referee, but absolutely no repairs or adjustments will be permitted between the times of reaching and leaving the night controls, nor shall the machines be removed from the controls for any cause excepting only the withdrawal of the contestant from the contest or his disqualification, the referee having no authority to grant such permission. Violation of this rule is equivalent to disqualification.

Awards will be made on a basis of 1,000 points for a perfect score, the points being allotted proportionately to the several days—in this contest 250 points for each of the four days.

Points will be reckoned on the times of arrival at the night controls. There shall be debit points provided for exceeding the fast schedules and for delays on the slow schedules, as follows: If the maximum (fast) schedule is exceeded at any control the rider shall be cautioned by the official in charge. Three such cautions shall disqualify. On each of the two cautions allowed a leeway of ten minutes will be granted. For each minute over the ten there shall be a penalty of five points. Any contestant arriving at any control behind his minimum (slow) schedule will be penalized one point for each minute he is tardy; on this schedule also a leeway of ten minutes will be permitted.

Racing for controls and then waiting for scheduled times to expire before actually crossing the finishing line will be at the risk of the competitor.

In riding over the course the usual rules of the road must be observed. In riding through built-up sections the speed must not exceed eight miles an hour.

In the stopping trials, the contestants shall follow a pacemaker equipped with speed indicator, and when a speed of fifteen to sixteen miles is attained shall, at the command "Brake," cut off power and apply his brake or brakes or other retardments, and come to stop and remain standing until the distance shall have been measured. The contestant stopping in the shortest distance will be awarded 100 points, and the others in corresponding ratio. The distance shall be measured at the point of contact of the front tire. Contestants shall ride as nearly as possible in a straight line. If, in stopping, the motor bicycle shall have swerved or skidded sidewise, it shall be brought to a straight position, and the measurement be made accordingly. Contestants will be permitted to use only such brakes as they have employed throughout the contest. The referee shall have authority to order any contestant to make a second trial, and the result of such trial shall decide the award of points.

In slow speed trials, contestants shall be started singly with a moving start, and shall cover a measured course of one-sixteenth (1-16) of a mile (110 yards) without pedalling, intermittent application of power, release of compression or "racing" of engine,

each of which shall be adjudged foul riding and shall incur penalization of the maximum number of points—100. There shall be no recall except in case of accident, but the referee shall have authority to order any contestant to make a second trial, which shall decide the award of points. Awards will be made on the basis of 100 points for the slowest performance.

In hill climbing trials, contestants shall be started singly and be given a flying start. They shall surmount the hill within two minutes without assuming racing posture. For each second or fraction thereof over that limit they shall be penalized one point; pedalling will entail a loss of 25 points in addition to other penalization. In the event of stoppage on the hill due to any cause, the contestant shall be given a second trial, but for such stoppage shall be penalized five points. The maximum award shall be 100 points.

In starting trials contestants, starting singly, shall mount, and at the word "Go!" shall pedal and apply motor power, which latter shall continue regularly until the referee or judge shall order a halt. The time shall be taken from the word "Go" to the moment of the first explosion. All contestants shall have two trials, not successive, and 100 points shall be awarded to those whose average time does not exceed 10 seconds. For each second or fraction thereof in excess of this average time, and up to 30 seconds, there shall be a penalization of one point. Any competitor whose motor may not start within 30 seconds, or does not operate continuously until the command to cease is given, shall incur a penalty of 25 points. Between his two trials such competitor may apply to the referee and shall be permitted to make examinations or adjustments or corrections, and shall suffer a further penalty of 25 points.

In the fuel economy test the referee or his assistants shall, after satisfying themselves that tanks and carburetters are empty, supply each tank with a measured quart of gasolene and may mark it for identification. Contestants shall not handle or remove their machines from the control until instructed to do so. At the command, they shall mount and follow the pacemaker or pacemakers until their supply of fuel is exhausted, when they must remain at the side of the road until released by an umpire. Any contestant who falls behind the umpires, who will follow the pacemakers at a distance of about one mile, shall be adjudged "distanced" and out of the test. Competitors may coast at will, but shall not pedal more than about 100 yards at any time; dismounts are at the rider's risk. The contestants in the order of their completion of the distance shall be awarded, respectively, a number of points equal to the number of actual starters in this test.

In hill climbing, starting, stopping, slow speed and fuel economy trials, no changes of gears or carburetters or other parts or equipment to meet the special conditions will be permitted, and no adjustments requiring the use of tools shall be made at any time pending the contest or trial. Violation of this rule means instant and complete disqualification.

Ignorance of rules is no excuse or justification for violation. If in doubt, the time to ask questions is before starting, not afterward.

Protests must be filed with the referee only by the competitor in person and within thirty minutes of his finishing time on any one day. Appeals from the referee's decision must be reduced to writing and filed with the committee within twenty-four hours of such decision, and must be accompanied by a protest fee of \$5, which will be retained if the appeal be not sustained.



## SCHEPS MAKES HIS DEBUT

**Australian is Defeated by Krebs at Vailsburg  
—Kramer-Fenn Win as Usual.**

Though a heavy shower of rain kept some of the usual crowd away from the Vailsburg track last Sunday, more than three thousand spectators were in the grounds when the first heat of the international half-mile match race between Scheps and Krebs was called. Krebs, having been the only rider to defeat Kramer this year in an open race, was the rider selected to meet the Adelaide (Australia) cyclist who won the last Austral Wheel Race, with its first prize of £450. Scheps took the lead in the first heat, gradually getting up speed after starting on the second lap. Krebs drew up on even terms with him at the eighth pole, and the pair entered the stretch together. Krebs sprinted the straight and won by a length. Scheps again took the lead in the second heat, and the pair rode to the middle of the back stretch on the second lap before either made his effort. Krebs started around on the last turn, and the pair rode a good race through the home stretch, Krebs winning the deciding heat by half a wheel. Scheps appeared too heavy, and wobbled badly as he finished the first heat. He did not get his machine until the day before the race, and had been training for but ten days. He rode well in the two-mile handicap, though failing to win anything. His position on a bicycle is much like Fenn's, as he rides with his back almost flat, and his style of pedalling resembles Lawson's. He is likely to give an excellent account of himself when he rounds into condition.

The two-mile professional "Strenuous Stakes" was well named. The field of twenty-three riders were lined up in four divisions and started five seconds apart. Mario Rossini, the Italian who recently returned from a racing tour of the Argentine Republic, was one of the first division, and he provided some amusement for the spectators. The first time the riders were lined up, the starter's pistol failed to fire, and in the confusion the third and fourth divisions were started together. The starter fired his pistol several times as a signal for the riders to stop, so the race could be properly started; but Rossini raced around the track after all of the others had stopped. He was finally stopped, and while he was held at the tape he talked excitedly to his trainer; but as the latter did not understand Italian no one knew what he was saying. He tried to tell his troubles to Handicapper Wetmore after the race. Rossini went through many movements with his arms that would have driven the late lamented Delsarte green with envy, but Wetmore was forced to shake his head and try to tell the visitor he did not understand him. The veteran handicapper tried to talk French to the Italian, but that failed, also. The lap prizes for the race were five-dollar bills, and

Walter Bardgett won his first prize of the year in America when he won the first lap. Dolbear won the next two laps, Fogler leading at the end of the first mile.

Fenn, Kramer and the Bedells were the fourth division men, and each man had taken part of the pacing to catch the field. Fenn pulled them up to the leaders at a mile and a half and sat up at the bell. Tom Butler won the first two laps in the second mile, Glasson being ahead at the bell. Following Glasson were Kramer, John and Menus Bedell, Cadwell and Root. Kramer went up to the front at the eighth pole, but both of the Bedells sprinted past him on the last turn and entered the stretch in the lead. Kramer seemed hopelessly pocketed, but he jumped through when the Lynbrook pair swung up the track a trifle. The champion managed to get over the tape a wheel in advance of John Bedell. Schreiber had come up on the outside, and he just defeated the younger Bedell for third.

The one-mile handicap had twenty-three starters, and the back markers fared very badly, Glasson winning from the 140-yard mark in 1 minute 49 4-5 seconds. Kramer and Fenn did their best to catch the long markers, Kramer pulling Fenn and sitting up on the back stretch in the last lap. They were fifty yards behind the leaders at the bell and never had a chance to win the race. John Bedell, who started from the 20-yard mark with Fenn, saved himself by not pacing, and managed to finish fifth, many lengths behind the first four men. The first four prizes all went to riders who started from the 120 and 140 yard marks.

The five-mile amateur handicap had forty-nine starters, and the long-markers led the three scratch men and Schlee a merry race, the field bunching at three and three-quarters miles. Seven riders, mostly limit men, crashed together and fell on the back stretch just after the third mile was started, but none of them were seriously injured. Billington, Zanes and Lee, the latter pair post entries, were on scratch, and Schlee was alone at 50 yards, Chappey not starting. The three scratch men caught Schlee before going very far, and the quartet took turns pacing, Zanes doing the most effective work. After the field had bunched, Lee sat up at four and a half miles, when Dove and Rupprecht tried to make a steal. When the bell rang for the last lap, Rupprecht, Mackay and Dove were twenty-five yards ahead of Schlee. The latter rode to the top of the bank and began one of the quarter-mile sprints which have gained so many victories for the National Turn Verein representative. He passed the trio on the back stretch and rode into the straight by himself, having four lengths' advantage at the tape over Coffey, who was second. Mackay seemed very tired as he rode over the tape in third place, six lengths behind Coffey. Peter Miller, of Newark, won the special lap prize. When the time of the race—11 minutes 4 seconds—was announced, many of the spectators expressed regret that Schlee had not

been placed on scratch, as the time was two and two-fifths seconds faster than Hurley's record made at Vailsburg. Schlee's handicap was of no use to him, as he was alone at fifty yards, and had to wait for the scratch men.

The half-mile open amateur had thirty-four actual starters, ten of them being post entries, three of the latter taking the first three prizes in the final heat. Lee and Zanes led at the bell, riding on the pole. When the bell rang, Schlee tried to work his quarter-mile sprint, but Lee put on more speed and retained the lead. Schlee fell back on the back stretch, being passed by Billington, who was trying to get to the front from a poor position in the rear of the line. Zanes trailed Lee until they entered the straight, when he sprinted around the New Yorker and defeated him at the tape by scarcely a foot. Billington was fourth, lengths behind Witting, the third man.

Summaries: Half-mile novice—Won by Herbert Court, Newark; William Kafaledos, New York, second; B. Rogers, Newark, third. Times, 1:15.

Half-mile open, amateur—Won by James Zanes, Newark; W. R. Lee, New York, second; J. Witting, Newark, third; Teddy Billington, National A. C., Vailsburg, fourth. Time, 1:09 2-5.

Five-mile handicap, amateur—Won by Charles Schlee, National T. V., Newark (50 yards); Mike Coffey, Newark (150 yards), second; David Mackay, Newark (100 yards), third; Alfred Ashurst, Newark (200 yards), fourth. Time, 11:04. Lap prize winner, Peter Miller, Newark.

Half-mile match race between Fred H. Scheps, Australia (Rambler team), and Floyd Krebs, Newark (Tribune team)—Won by Krebs in straight heats. Time of first heat, 1:21; second heat, 1:36 4-5.

One-mile handicap, professional—Won by George Glasson, Columbia team (140 yards); Frank J. Cadwell, Rambler team (120 yards), second; Tom Butler (120 yards), third; L. R. Lake (140 yards), fourth; John Bedell, Reading Standard team (20 yards), fifth. Time, 1:49 4-5. Lap prize winners—G. I. Kremer, 1; Dolbear, 1; Guery, 1.

"Strenuous Stakes," two-mile professional (competitors divided into four divisions and started five seconds apart)—Won by Frank L. Kramer, Pierce team (fourth division); John Bedell, Reading Standard team (fourth division), second; G. C. Schreiber, Tribune team (third division), third; Menus Bedell, Reading Standard team (fourth division), fourth; Frank J. Cadwell, Rambler team (third division), fifth. Time, 4:16 1-5. Lap prize winners—Tom Butler, 2; Dolbear, 2; Bardgett, 1; Fogler, 1; Glasson, 1.

### Such is Fame!

The following cable dispatch from Paris appeared in a New York newspaper last Sunday: "An American cyclist named Lawson, who is now in Paris, intends challenging the winner of the Grand Prix Cycliste, which is given annually by the Paris municipality and which will be run on Sunday next."



## MACLEAN FINISHED FIRST

**But his Team was Defeated at Revere by the Butler-Stinson Combination.**

Hugh MacLean finished first in the 25-mile motor paced team race last Monday night at the Revere beach track, but the Nat Butler-Stinson combination won the race, as they finished second and third. MacLean led all the way, and at the end of the contest was four and a quarter laps ahead of Butler, the second man. Butler was several laps ahead of Stinson, while Mettling was far behind the others. The race was decided by points, the winner receiving 4 points, the second man 3 points and the third man 2 points, the fourth man not being credited with any points.

MacLean, paced by Turville, had the pole at the start. Butler, with Saunders as pace-maker, was in second position; Stinson, behind Briggs, was third, and Mettling, paced by Fred White, was on the outside. MacLean took the lead at the start. Mettling tried to pass Stinson in the second lap but lost his pace. MacLean passed Mettling for a gain of one lap in the third mile, and the latter again lost his pace. He had trouble regaining his pace, and lost several laps. He lost his pace for the third time in the eighth mile. MacLean could not gain a lap on Butler until the veteran tired in the tenth mile. Stinson lost his pace in the eleventh mile, and MacLean gained another lap on the Cambridge man. MacLean gained his second lap on Butler in the fifteenth mile. Butler made several attempts to regain some of his lost ground, but he was a trifle more than half a mile behind MacLean at the end of the contest. MacLean's time for the twenty-five miles was 36 minutes 21 seconds.

The 10-mile open event for the amateurs had nineteen starters. Special prizes for the leader at the end of each mile kept the field going at a good pace. William Younie won the first mile prize, Robert Urquhart the second and Carl Lemberg, of San Jose, Cal., took the third. Lemberg tried to gain a lap on the field after winning the third mile prize, but was overhauled before the end of the fourth mile, which was won by J. A. McNeil. Urquhart and Younie took the fifth and sixth miles, and Harvey Giles the seventh. J. M. Barretto was in front at the end of the eighth mile, and E. L. Collins at the ninth. A. W. McDonald tried to gain a lap on the field in the last mile, but did not succeed. P. F. Logan won the race easily from J. J. McKinnon, with Matt Downey third. The time was 25 minutes 35 seconds.

### Rutt is Grand Prix Favorite.

The betting in the Paris Grand Prix, the preliminary heats of which were contested on June 19, was as follows: 3 to 1 against Rutt, 4 to 1 against Ellegaard, 6 to 1 each against Schilling and Meyers, 8 to 1 each against Jacquelin and Mayer, 12 to 1 each against Bixio, Arend and Jenkins.

## Re-Arrangement of Pope Teams.

Since announcing in April the names of the riders to whom contracts would be offered to race as members of the Pope company's team on the N. C. A. circuit, many changes have been made in the men who will carry "The Colonel's" colors during the season of 1904. The Bedell brothers were released from the Rambler team to the Reading Standard Mfg. Co., when that concern expressed a desire to support a team, and Walter Rutt and Mayer, the Germans, changed their minds about coming to America. Bowler, who was to have been the fifth member to wear the Rambler emblem, went to Salt Lake City and signed a contract to race there this summer. Of the Columbia team Iver Lawson has gone to France. Of the men who were to have been mounted on Tribunes, Jed Newkirk has gone into automobile racing and Logan and McKinnon, of Boston, have secured reinstatement as amateurs.

The three teams as made up at present show four men, one a pace follower, on the Columbia team and five men each on the Rambler and Tribune teams. The most notable addition is Fred H. Scheps, of Adelaide, who was the first Australian rider to defeat Major Taylor in a scratch race during the last season in Australia. The men signed for the different teams are as follows:

Columbia team—Robert Walthour, Atlanta, Ga.; E. F. Root, Boston; Oliver Dorlon, Coney Island, N. Y., and George Glasson, Newark, N. J.

Rambler team—Fred H. Scheps, Adelaide, Australia; Charles Hadfield, Newark, N. J.; George H. Collett, New Haven, Conn.; Frank J. Cadwell, Hartford, Conn., and J. P. Jacobson, New Haven, Conn.

Tribune team—Floyd A. McFarland, San Jose, Cal.; George C. Schreiber, New York City; J. Frank Galvin, Hartford, Conn.; Floyd Krebs, Newark, N. J., and Joseph Fogler, Brooklyn, N. Y.

## No-Admission Meet at Chicago.

Chicago is to have at least one track race meet this year, though no admission will be charged, as the contests will be run on the third-mile cement track in Garfield Park. The races will be run by the Western Division of the Century Road Club Association. The events scheduled are a one-mile novice, two-mile handicap, two-mile tandem handicap, half-mile open, ten-mile motor paced event and a half-mile open for boys.

Two races for motorcycles are booked, a five-mile handicap and a fifteen-mile handicap. The Chicago Motorcycle Club is expected to contribute the majority of entries to these events, although several out-of-town competitors are looked for, several Milwaukee motorcyclists having promised to send in their entries. H. S. Judd, of the Park City Mfg. Co., makers of "D. & J." hangers, is one of the promoters of the meet. John West, an oldtimer who trained the old Morgan & Wright racing team, will act as referee.

## VAILSBURG TRACK LITIGATION

**Illingworth and Associates Sue Bloemekes, Claiming a Share in Profits of Course.**

The suit of Samuel B. Illingworth and other stockholders of the New Jersey Bicycle Track Co. against Henry K. and Charles J. Bloemeke, the New Jersey Bicycle Track Co. and the Essex County Amusement Co., which was begun more than two years ago over the Vailsburg cycle track, was continued last Wednesday before Vice-Chancellor Bergen, at Newark, N. J.

In the bill of complaint there are three grievances set forth. It is alleged that the New Jersey Bicycle Track Association was formed in 1897 and entered into an agreement with the Essex County Amusement Company. A lease, which the defendants claim was executed, and contained a clause in which it was agreed that half of the receipts from the bicycle track should go to the amusement company for the Sunday racing privilege, the complainants allege, was never executed. It is asked that the court direct that all money received from the track company be retained. The bill also states that the directors of the track company are the brothers Bloemeke and Harvey D. Goode and others, and that the Bloemekes were practically the Essex County Amusement Company.

It is charged that Henry K. Bloemeke, as director of the amusement company, authorized the execution of a chattel mortgage upon the effects of the track company. The court is asked to set aside this mortgage. About two years ago the execution of the mortgage was restrained by an order of the Chancery Court. An accounting of all the moneys received by the amusement company was asked.

## Moran's Winning Streak Continues.

James F. Moran defeated Harry Caldwell last Tuesday night in the ten-mile heat race at the Charles River Park track, winning the first two heats. The match called for heats of ten miles each, the first behind 14-horsepower motors, the next behind 4-horsepower motors, and a third heat if necessary.

In the first heat Moran took the lead and finished nearly a lap ahead, in 12 minutes 12-5 seconds. In the second heat Moran again had the pole and kept the lead to the end, Caldwell fighting gamely to the tenth mile, when he lost his pace and fell nearly half a lap to the rear. Moran's time was 13 minutes 11-5 seconds.

Mario Rossinio, an Italian racing cyclist who raced at the Argentine Republic last winter, will try his speed against Kramer and the other American sprinters on the 1904 circuit. He has raced in Italy, France and Germany with fair success. He is training at Manhattan Beach.



## RENOS CAPTURE RELAY RACE

**Defeat New Century's of San Francisco and Win \$250 Cup Before 2,000 Spectators.**

The ten sturdy riders representing the Reno Wheelmen defeated the New Century Wheelmen team, from San Francisco, in the annual interclub fifty-mile relay race, which was run at Reno, Nev., on Sunday, June 19. The time of the winning team was 2:03:00 2-5, the New Centuries finishing 3 minutes later. More than two thousand spectators witnessed the contest. The race was for a silver cup valued at \$250, donated for the contest by the citizens of Reno. Each of the riders rode five miles in the contest. The two clubs have met for a number of years, and never has the San Francisco organization been able to defeat the Nevada club. Not since the Olympic Club Wheelmen defeated the Reno men, several years ago, has their team met defeat.

The members of the team and the two substitutes were as follows: A. Carter, A. McKenzie, A. Peckham, D. H. Updike, George Kornmayer, William Kornmayer, Meffley, Hart, Mershon, Knox, Johnson and Baker. They were trained by "King" Ryan, once the trainer of the Olympic Club. Carter, McKenzie and Peckham are all nearly six feet tall, and, with Updike as a substitute, will be sent to the St. Louis Exposition meet by their club.

### McCollum Wins St. Paul Hill Climb.

A hill climbing contest for motorcycles was held by the St. Paul Motor Club, at St. Paul, Minn., last Sunday, on the Sixth street hill, which is paved with granite blocks, is 275 yards in length, and has a grade of 12 per cent for first half of the hill, followed by an 8 per cent, with a slight rise at the top. Each contestant was allowed one trial with a running start of 600 feet. The result was as follows:

| No. | Rider and mount.           | Time. |
|-----|----------------------------|-------|
| 1—  | A. J. McCollum, Armac..... | :18%  |
| 2—  | E. W. Keller, Armac.....   | :23%  |
| 3—  | F. E. Hipkins, Metz.....   | :27   |
| 4—  | George Osborn, Thor.....   | :35%  |

The machine ridden by McCollum was a regular stock machine, geared  $4\frac{1}{2}$  to 1, and made the grade at a two-minute flat clip.

### Pianos for Prizes at Buffalo.

The twenty-five-mile handicap road race which the Buffalo Cycle Trade Association has scheduled for July Fourth should attract a great entry list, as \$500 pianos are to be awarded to the winner of the both first time and place prizes. There are over seventy prizes offered, which include nine high grade bicycles.

Team races will be a feature of the bicycle and motorcycle races which will be run by Howard A. French at Electric Park, in Baltimore, on July 4. Entries have been sent in by teams representing the Yale, American and Patterson Wheelmen.

## A California Woman Motorcyclist.

Motorcycling is getting well forward in San Francisco, where women are taking to the sport with enthusiasm. Best of all, it is being adopted there by a class of women who will do honor to the pastime and benefit it.

There are four women of the Golden Gate who are particularly prominent as motorcyclists, and the picture of one of them, Miss Florence Navlet, one of the most ardent of California's women motorcyclists, accompanies this.

Miss Navlet rides in a divided skirt on an Indian, and presents a neat and modest appearance on the road. Concerning the sport, she says:



MISS FLORENCE NAVLET.

"The idea of practically sitting over an engine made me a little reluctant to try to ride a motorcycle, but I have always been an enthusiastic bicyce rider, and when I saw people ride a long distance on a motorcycle without getting fagged out I became envious, and finally got up enough courage to try one. It did not take long for me to get over my prejudice against the motor, and now I would not ride on anything else. Think of the fun of being able to go over steep mountain roads without having to get off and walk, and to be able to ride against strong San Francisco winds without being exhausted!

"I find no difficulty in running a motorcycle.

"I feel as safe—in fact, safer—on a motorcycle than I do on an ordinary bicycle. I have successfully passed the examination required by the Park Commissioners for a permit to ride in Golden Gate Park."

## EASTERNERS WIN TEAM RACE

**Hollister and Achorn Victors in Three-Cornered Contest at Salt Lake City.**

The Eastern team, Hollister, of Springfield, Mass., and Achorn, of New York City, won the three cornered team pursuit race which was the feature of the regular race meet at the Salt Palace track, Salt Lake City, on June 21. The other two teams were Gunn and Staver and Burris and Leyland. The Easterners worked well together, and Achorn first overhauled Gunn and Staver. Burris dropped out about the same time, leaving Achorn and Leyland to fight it out. The pair struggled for more than a mile, but Achorn finally caught Leyland after 6 minutes and 56 seconds of hard racing.

Hardy Downing was put out of the five-mile lap race by a punctured tire. Samuelson won the race, but was disqualified for foul riding. Bowler, Collett, Hoffman and Achorn gave Samuelson a hard fight, finishing in the order named. The time for the five miles was 10:43. Achorn and Palmer, the Australian, won most of the lap prizes. Harvard Wilcox won the half-mile open amateur from Emil Agraz in 1:04.

### Samuelson Toys with Two Mile Record.

W. M. Samuelson, of Provo, Utah, has a positive weakness for breaking the two-mile record. He lowers the best previous time for two miles, either paced or unpaced, competition or against time, with perfect sang froid. On June 7, at the Salt Palace track, in Salt Lake City, he rode two miles from scratch in a handicap in 3:58 4-5, taking one second off the former record, which was made by Kramer at Vailsburg on July 7, 1901. Samuelson did not seem to be quite satisfied with his work, and on Friday night, June 17, he took another two seconds off the time for two miles in competition, putting the record down to 3:56 4-5.

The Provo cyclist has held the one-mile against time, unpaced record, since July 25, 1901, when he placed it at 1:53 2-5 on the Salt Palace track. The two miles against time, unpaced record, has stood since July 9, 1898, when A. B. Hughes, of Denver, put it at 4:16 in his home city. On June 21 Samuelson tried for the record at the Salt Palace track, and rode the distance in 4:08 2-5. He rode so easily that many of the spectators thought he could have bettered his time if he had tried.

### Handicap Race at Hartford.

Entry blanks are out for the Logue handicap road race at Hartford, Conn., on September 12. The entry fee is 50 cents, and the race is open to all. There will be fifty prizes with a special trophy for the club having the greatest number of finishes.

George Leander, the all around racer, sprinter and six-day winner, sailed for France on the Kaiser Wilhelm, on last Tuesday, where he is under contract for a series of races.



**Mixed Contest at Omaha.**

Several exciting bicycle and motorcycle races were held at the Driving Park in Omaha, Neb., last Sunday, and were witnessed by a fair number of spectators. The race for boys under sixteen was won by L. R. Carson, O. Wilson being second and Walter Riggs third. The distance was one mile and the time was 2 minutes 32.5 seconds. The one mile open had ten starters, and was won by Virgil Hall from Edward Snow; C. R. Hall was third. C. R. Hall, Virgil Hall and Edward Snow were on scratch in the three-mile handicap, but could not overhaul the long markers. L. W. Andrews (125 yards) was first, H. A. Whitman second and L. A. Carson third. The race had eighteen starters. Louis Flescher and J. Dinuzzo were tied for first place in the one-mile motorcycle race, and Flescher won the run-off by ten lengths. J. Dye and Fay Fink were the other starters in this race. Flescher won the five-mile motorcycle event from Dye, Dinuzzo's and Fink's machines giving out in the first mile. Edward Snow won the three-mile motor paced contest from C. R. Hall by more than a quarter of a mile.

**Vailsburg's Big Fourth Program.**

Vailsburg has a varied programme for the Fourth of July, there being a N. C. A. circuit championship race and a balloon contest scheduled among the day's events. The championship race is to be half a mile, and, in addition to the prizes for the men in the final heat, the leader of the first lap in the trial and semi-final heats will receive a special prize of \$5. There will also be a five-mile handicap and a consolation race of one mile for the professionals and a quarter-mile dash and a one-mile handicap for the amateurs.

**Hedstrom Wins at Bridgeport.**

Oscar Hedstrom, superintendent of the Hendee Mfg. Co., Springfield, Mass., won the five-mile motorcycle race which was run in connection with the automobile races at Nutmeg Park, Bridgeport, Conn., last Saturday. The track was in poor condition, and Hedstrom's time for the five miles was 8:43.25. He was mounted on an Indian motorcycle.

**Momons Pro tem Coming East?**

It is reported in Newark that some of the professionals who are racing at the Salt Palace track, in Salt Lake City, have tired of the Mormon capital and intend coming East to try their luck about the middle of July. The men who are said to be coming are James B. Bowler, Hardy Downing, W. M. Samuelson, C. L. Hollister, J. E. Achorn, jr., and Saxon Williams.

**Revival Runs Bear Fruit.**

According to the officials of the Century Road Club of America, the big revival runs held in Boston, Cleveland, Indianapolis and other places are bearing fruit, for renewals are coming in from those places in a manner "distinctly encouraging."

**Baltimoreans' Chesapeake Bay Outing.**

The American Wheelmen of Baltimore, Md., held their first field day on Friday, June 24, at Tolchester Beach, and had some interesting races. H. A. French acted as starter for the contests. Several of the riders fell on the turns of the quarter-mile track, but none were seriously injured. The one-mile novice was won by George Huber in 2 minutes 55 seconds, J. Harris being second and William Boelm third. The one-mile handicap was won by Robert Shanklin (10 yards); William Morris (scratch) was second and M. Findelsen (20 yards) was third. No time was taken. W. H. Kanne rode a mile against time, paced by a motorcycle, in 2 minutes 12 seconds. John Underwood won the four-cornered Australian pursuit race from William Boelm, F. Brown and H. Gibson.

**Los Angeles Dealers' "Ozone Run."**

Under the auspices of the Los Angeles County Cycle Board of Trade, an "Ozone run" was held the 29th of May. About four hundred wheelmen started from Los Angeles, and rode out Sunset Boulevard to Hollywood, through Caluenga Pass to Griffith Park, an immense tract of land, unimproved at present. It was purely a pleasure run, the whole distance back and forth being only about twenty-five miles. There were two or three tandems, a triplet, and about twenty motor bicycles, besides the single wheels. Luncheon was provided and sent out in a wagon. The driver lost the way, and at noon the hungry crowd became almost riotous, thinking they were buncoed out of their feed. Wheelmen scoured the country, found the missing wagon, and all passed off gayly.

**George Wins Dunkirk Race.**

The twenty-mile road race of the Dunkirk Cycle Club to Brocton and return was successfully run off last Saturday without an accident. Nineteen of the twenty-five starters finishing. Henry Shaffer, with one minute and a half handicap, won the time prize in 54:25. John George, with four minutes handicap, won the place prize in 56:50.

**Ingraham Gives up Revere Track.**

James F. Ingraham has resigned as manager of the Revere Beach track, and will devote all of his time and energy to running the Charles River Park track at Cambridge, Mass. It is expected that the management of the Revere Beach track will be assumed by Hugh MacLean, the Chelsea motor pace follower.

**French Racers Balk at St. Louis.**

The French bicycle champions have refused to go to the St. Louis Exposition and compete in the races, according to a cable dispatch from Paris. They say the allowance offered them is not sufficient to meet the expenses.

It is reported in Boston that Joe Nelson is soon to begin training for another campaign behind motor pace.

**Dangla Injured at Madgeburg.**

Paul Dangla, one of the best known of the French motor pace followers, was seriously injured in a seventy-five-kilometre race at Madgeburg on June 12. His opponents were Demke and Salzmänn, and Dangla was more than two kilometres ahead of the others and within a dozen laps of the end of the race when the accident occurred. Germerlmann, Demke's relief pacemaker, seemed to lose control of his mount and ran into the machine of Marius Thé, who was pacing Dangla. All three men were thrown headlong and so injured that they were sent to the Madgeburg Hospital. Dangla's left leg was broken in two places, and it was thought he had suffered concussion of the brain. Germerlmann had one of his legs broken, but Thé escaped without serious injury. Dangla remained in an unconscious condition for days after the accident, and small hopes were entertained of his recovery.

**Hartford Velodrome to be Vacated.**

From present indications, there will not be any more racing at the Velodrome cycle track, at Hartford, Conn. Mrs. Gillett, of Springfield, owner of the grounds, which she leased to the Velodrome Cycle Track Company, and on which the track is built, has served notice to vacate the grounds, and if the company does not vacate by the time the notice designates, it is expected that summary proceedings will be taken. In addition to the notice given, Mrs. Gillett has brought suit to recover about \$200 which she alleges is due her for rent under the lease.

**Collett Turns Table on Hopper.**

When George H. Collett went to Salt Lake City his first race was on May 30, against N. C. Hopper, of Minneapolis, winner of the Sydney Thousand in Australia a year ago. Perhaps because he was acclimated, Hopper defeated Collett in the Decoration Day race, but on June 14 Collett turned the tables on Hopper, winning two heats of a one-mile match.

**Sunsets Win C. R. C. of A. Cup.**

In the fifty-mile handicap road race of the Century Road Club of America, run on June 19, the loving cup offered for the club having the most members finish was won by the Sunset Wheelmen, of New York. The five special prizes for C. R. C. A. members were won by A. W. Sinclair, G. Armstrong, Harry Early, George Messmer and C. Pfister.

**Champion's Leg Again Injured.**

Albert Champion, the French motorcycle racer and pace follower, did not sail for France this week, as he had planned. In a race against Robert Walthour recently at Atlanta, Ga., Champion injured the same leg that was hurt last fall in an automobile race accident. It is likely that Champion's leg will require another operation.

The East and West Side newsboys of Buffalo, N. Y., are to have a 15-mile road race at Columbia Park on July 10.



## PATIENCE AND PERSEVERENCE

**Were Shown by Spectators at Manhattan Beach—Punctures and Pluvius Play Part.**

Nothing on the programme at Manhattan Beach last Sunday was as interesting as the rare and perfect patience of the corporal's guard of spectators. Just as the third-mile novice was to be started a shower fell which caused a delay of forty minutes, but served to cool and refresh the atmosphere of a hot, sultry afternoon. Rain fell again after one mile had been ridden in the five-mile handicap, and, while it did not stop the event, it caused another delay till the track had dried sufficiently to insure safety in the motor paced events.

The motor paced race between George Leander, Floyd McFarland and James Moran proved to be a "Jonah." A fifteen-mile three cornered race had been scheduled, but because Leander's motor had been lost in transportation between Boston and New York three five-mile heats were arranged, as follows: First heat, Leander and Moran; second heat, McFarland and the loser of the first heat, and the final heat, a race between the winners of the two heats. In the first heat Leander had the pole and the better start by a few yards, and before a lap was ridden increased his lead by about twenty yards. In the second lap Moran lost his pace, but soon regained it, and was gaining steadily on Leander. At three miles the riders were evenly matched, the race was fast and good and the crowd was becoming enthusiastic, but before another lap was covered Moran lost his pace and Leander gained a lead of one-third of a lap. The riders remained in this position till the finish, when Leander crossed the tape a winner in 7:36 2-5. In the second heat Moran and McFarland flashed across the tape on even terms with the crack of the pistol, Moran being on the pole. At the end of the first lap Moran led by several lengths, and by the time he got around again he was leading by about twenty yards. The men remained in this position till after four miles had been covered. Then McFarland was making a mighty effort to close the gap, which nearly caused him to lose his pace. Moran was going too fast, however, and at the finish went over the tape five lengths ahead of the Californian. Time, 7:26 2-5.

As Moran and Leander were getting ready to start in the final heat Leander's tire went wrong, and for the fourth time in the afternoon delay was occasioned. After a ten-minute wait the men were started, but hardly had they got under way when Leander's tire collapsed again; another wait, and a third start was made. They crossed the tape on even terms, with Moran on the inside. He cut out a hot pace, and at the end of the first lap was leading by ten yards. Before he got around the second time he added ten more yards to his lead. At the end of the

first mile he was forty yards ahead of Leander, and the timers gave out that he had ridden the fastest mile ever ridden on that track behind a 4 horsepower motor—1:26. Moran steadily increased his lead, Leander's motor evidently not working properly. At the end of the second mile Leander was half a lap behind, at three miles three-quarters of a lap, and before four miles had been covered he was caught by Moran. In the fifth mile Leander's motor gave out entirely and he finished the race unpaced. Moran won with a lead of a little more than two laps, his time being 7:22 2-5.

Twenty-three men were sent off in the five-mile amateur handicap, and after they had gone a little more than a mile a shower of rain fell which caused the ranks to steadily thin out. Burton Downing caught the leading bunch in the third mile, but Champion

NEW YORK BRANCH 214-216 WEST 47TH ST.

Hurley was evidently not taking chances on a slippery track, and in the fourth mile he quit. Downing finished first by several lengths, in 11:32 2-5. Oscar Goerke (75 yards), National A. C., of Brooklyn, was second. O. E. Schwab, C. R. C. A., New York, another 75-yards man, was third, and Joe Rockowitz, Oregon W., New York (150 yards), and winner of the lap prize, was fourth. The final heat of the one-third-mile novice enabled E. J. McCallum, the winner of this year's Irvington-Millburn race, to graduate from the novice class. He had on three occasions made unsuccessful attempts. Justin Poucet, Roy W., New York, was second, and F. S. Persen, Brooklyn, third. Time, 0:47.

The final of the half-mile amateur was quite a loaf for the first half. Downing swung onto Hurley's rear and tried to pass him in the sprint. Hurley was too fast, however, and won with a lead of several yards. Summaries:

One-third-mile novice—Final heat won by

E. J. McCallum, New York; Justin Poucet, Roy W., New York, second; F. S. Persen, Brooklyn, third. Time, 0:47.

Half-mile amateur—Final heat won by Marcus L. Hurley, New York; Burton Downing, San Jose, Cal., second; Oscar Goerke, National A. C., Brooklyn, third; Walter Smith, Brooklyn, fourth. Time, 1:32 2-5.

Five-mile amateur handicap—Final heat won by Burton Downing, San Jose, Cal. (scratch); Oscar Goerke, National A. C., Brooklyn (75 yards), second; O. E. Schwab, C. R. C. A., New York (75 yards), third; Joe Rockowitz, Oregon W., New York (150 yards), fourth. Winner of lap prize, Joe Rockowitz. Time, 11:32 2-5.

Five-mile paced race—First heat won by George Leander, Chicago; second, James Moran, Chelsea, Mass.; time, 7:36 2-5. Second heat won by Moran; Floyd McFarland, San Jose, Cal., second; time, 7:26 2-5. Final heat won by Moran; Leander second.

| Miles. | Leader     | Time per mile. | Total time. |
|--------|------------|----------------|-------------|
| 1—     | Moran..... | 1:26           | 1:26        |
| 2—     | Moran..... | 1:26%          | 2:52%       |
| 3—     | Moran..... | 1:26%          | 4:18%       |
| 4—     | Moran..... | 1:28           | 5:46%       |
| 5—     | Moran..... | 1:35%          | 7:22%       |

#### Cross Country Runner Wins Race.

On last Sunday the Brower Wheelmen, of New York, held their second annual race meet at Smith's track, Valley Stream, Long Island.

P. Wollenschlager, the veteran cross country runner, proved to be the surprise of the day, winning the one-mile handicap. Summaries:

Half-mile novice—Won by C. Schlosser; F. Ryan, second; J. Ortig, third. Time, 1:19 2-5.

Half-mile boys' race—Won by "Daddy" Brower; M. McCourt, second. Time, 1:40.

One-mile handicap—Won by P. Wollenschlager (160 yards); O. J. Steih (scratch), second; C. Crawford (140 yards), third. Time, 2:23 2-5.

Match race, one-quarter mile, "Daddy" Brower vs. William Brown—Won by William Brown. Time, 44 seconds.

Five-mile handicap—Won by O. J. Steih (scratch); H. S. R. Smith (scratch), third; C. Nerent (50 yards), third; D. Britton (100 yards), fourth. Time, 13:52 4-5.

In each race the winner rode a National bicycle.

#### Irishmen Race at Celtic Park.

Two bicycle races were held last Sunday at Celtic Park, Long Island, in connection with the annual games of the Irish Revolutionary Brotherhood. L. J. Wentz, of the National Athletic Club, Brooklyn, took one race and was second in the other. Summaries:

Three-mile handicap—Won by J. H. Bennett, Park Circle Cycle Club (25 yards); L. J. Wentz, National A. C. (scratch), second; H. F. Cranston, National A. C. (scratch), third. Time—8:18.

Five-mile handicap—Won by L. J. Wentz, National A. C. (scratch); J. H. Bennett, Park Circle C. C. (scratch), second; J. L. Lind, Irish Revolutionary Brotherhood (135 yards), third. Time, 13:46 1-5.



**Stannard Tells of Joys of Cycling.**

Walter Stannard, of this city, one of the most consistent road riders in the country, believes that the bicycle is bound to win back a good measure of its popularity, says the Springfield (Mass.) Republican. Mr. Stannard long ago quit riding for records, but not for health and recreation. Three years ago he took his cyclometer off and hasn't bothered since to count the miles or the minutes. But he rides in all weathers, as of old. He seems to believe that with every purchase of a wheel goes a crate of happiness.

"It's no matter of economy with me," he says. "I'm in the automobile business and can take one out any time I want to, but personally I wouldn't swap my bicycle for five automobiles, providing any one could be found who cared to make such a seemingly preposterous bargain. What in the world beats the wheel for health and fun? You can get fresh air enough riding about in an automobile, but of fresh muscle you get none at all. The roads? They're better than ever. That sounds queer, I am aware, for everybody knows that the bicycle paths which used to parallel the wagon tracks all through the State are now neglected and often smothered with grass. But you must remember that, while wheelmen have been comparatively idle, the last few years have seen great doings on the part of the State. Where there is a State road you rarely need a bicycle path. Some of the riders of the '90's, who knew and had learned to avoid all bad stretches in this section, would have their eyes opened if they would try their wheels in those waste places now. Take, for instance, the "Whately Woods" road, which was notoriously bad—used to make your legs ache just to think of it. Go through there now and it's like riding on a city sidewalk with not a 'cop' in sight. The State's road-makers have transformed it. So with a tour from this city to Boston. You meet few really unridable miles all the way."

**Live California Club's Doings.**

The New Century Wheelmen, of San Francisco, Cal., held their annual election of officers recently. The following were chosen: President, W. S. Tounley; vice-president, J. Wilkes; second vice-president, E. Barrity; recording secretary, H. Strohlne; financial secretary, E. Bergman; treasurer, W. E. Lee; sergeant-at-arms, T. Clayton. The club is growing stronger every week. There are 162 members in good standing, and from three to five applications for membership at each meeting. The new quarters are very satisfactory, and in the near future the club intends to build a twelve-lap track adjacent to the clubhouse.

**Revival Run for Baltimore.**

The American Wheelmen, of Baltimore, Md., are planning to hold a monster revival run in their city. They will have the aid of Howard A. French and other dealers, and will try to duplicate the success of Lon Peck in Boston.

**Spickler Rivals Schwiegerhausen.**

After a bicycle trip covering 37,000 miles, the Rev. Henry Spickler landed in San Francisco recently and declares that his wanderings are ended, according to advices received from that city. The Rev. Mr. Spickler is a native of Upper Alton, Ill., and a graduate of the Chicago University of Divinity. He arrived in San Francisco on the United States transport Logan from Manila, after a tour of the Philippine Islands.

He has been away from the United States for three years, having visited nearly every country on the globe. He was a graduate of Shurtleff College, and was twenty-seven years old at the time he began his travels. He has travelled alone over the more interesting parts of all the European countries, the countries in Northern Africa, Turkey, the Holy Land, India, China, Japan and the Philippine Islands.

**Tigers Run and Race.**

Thirty members of the Tiger Wheelmen, of New York, had a club run last Sunday to Bella Vista Park, Long Island, the round trip being about twenty-five miles. The trip was made at an easy pace, as four ladies accompanied the riders. At Bella Vista Park the five-mile handicap club championship was held; H. Hintze (30 seconds) being the winner, in 16:55. J. Townsend (scratch) was second, and O. Ruppert (30 seconds) was third. The last four miles of the distance was run in a rainstorm. The Tigers are planning for a series of club handicap championships, at five, ten and fifteen miles. It is likely that they will hold a one-mile scratch championship later. The club will be a year old on July 17, and they are planning to have a group photograph taken of the members on the anniversary.

**Milwaukee Messengers Race on Road.**

The special delivery messengers of the Milwaukee, Wis., postoffice held their annual road race on Sunday, June 19. Norman McLean won, making the Whitefish Bay course in 15:30. James Ford was second; E. Hecker, third; Fred Berghoefser, fourth; Royal Edmunds, fifth; Arthur Tank, sixth; Walter Schroeder, seventh (punctured a tire); Ben Harrison, eighth; Herman Ziegler, ninth, and Jacob Kulk, tenth. One of the boys did not race. The prizes, donated by most all of the big firms of the city, exceed those of any previous year in quality and quantity. Quite a crowd of people witnessed the race, although it was held at 5 a. m.

**Labor Day Race at Denver.**

The Denver Cycle Club is contemplating giving another road race, which will be run on Labor Day on the old Camel Drive instead of the Brighton course. The race will start directly east of City Park and continue the full distance without making a turn, which will insure faster time. J. A. Payment will be the promoter of this race, and he expects there will be a large number of entries. A long list of good prizes will be offered, and every preparation is being made by the committee in charge to make the race the most successful ever held in the Colorado metropolis.

**Cushions and Coasters Save Nerves.**

"Well, now, I will tell you my experience," said the tourist to the century man who had just finished condemning all the latest improvements. "I have ridden and studied bicycles now for more than ten years, always having the best that could be had, and giving all new devices a thorough trial.

"The fixed gear, rigid frame bicycle is essentially the same to-day as it was before the introduction of the cushion frame and coaster brake, as is shown by the fact that they are not now ridden any faster than they were then, barring, of course, the fast time made possible by modern pacing machines. When I adopted the coaster brake and cushion frame I found that the time that I made on my runs was not materially changed, and I can climb hills to-day that I could not climb a few years ago. This may indicate that I am a better rider, but I do not believe it. My explanation is that when I reach these hills I am in much better physical condition than formerly. Roads that used to shake me to pieces are no longer a terror, and my flight down hills is a pleasure where I formerly walked down or back-pedalled until my legs ached.

"The rigid frame may be all right on the racetrack, but I have found by actual experience that for long distance road riding the coaster brake and cushion frame are time and nerve savers, and under no circumstances or consideration would I go back to the "boneshaking" article. I would abandon cycling before I would do so."

**Newark Turn Verein's Summer Plans.**

The National Turn Verein of Newark, N. J., has a great many members who are enthusiastic wheelmen, and they have a regular club within the club. The society, at its meeting last week, picked Charles Schlee as its representative this year. The society has recently completed a special wheelmen's room at a cost of \$1,000 for the benefit of the cyclist members of the club. The road officers have arranged for numerous Sunday runs during the summer, and may decide to hold a series of road races. The runs arranged are as follows: Sunday, July 10, Coney Island; Sunday, July 24, Singac; Sunday, August 7, Fort Lee; Sunday, August 14, Boynton Beach; September 4 and 5, two days' run to Philadelphia; Sunday, September 18, Plainfield; October 2, open date for century run.

**More Road Races at Milwaukee.**

Cycling in Milwaukee has revived in earnest. The North Side Wheelmen of that city were so impressed by the thousands of spectators who watched the road race last Sunday in that city that they have planned for a series of three contests, to be run over the Whitefish Bay course. The contestants are to receive a percentage for each race, and the man having the greatest number of points in the three contests is to be declared the winner. The races are scheduled to be held on July 17, July 24 and August 14.



# The Power of Pictures

to  
"CATCH THE EYE"

is undeniable. The advertisements in which they are employed are always doubly effective. The moral is plain: Use pictures.

## THESE PICTURES

were designed especially for the use of bicycle dealers.



Cut No. 2.



Cut No. 4.



Cut No. 3.

Electrotypes—This size, each . . . 35 cents.  
Two inches in height, . . . 25 cents.

Order by Numbers.

**THE GOODMAN CO.,**  
Tribune Building, New York.

### The Right Way to Solder.

To do thorough and neat work in soldering appears to be difficult to not a few repairmen, simple though the work is. Perhaps one of the commonest faults to be met with is the neglect to have the soldering iron or copper absolutely clean and well tinned. This may be effected easily as follows: Heat the copper bit till almost at a red heat, and file it perfectly bright with an old file; then rub it thoroughly with a piece of sal ammoniac, and then solder; or a better method is to take a cake of the sal ammoniac of sufficient size, make a hollow or cavity in it and rub the hot, bright copper in the cavity with a few drops of solder.

For making joints or connections in iron, steel or nicked parts the zinc chloride or acid most commonly used, which is made by dissolving zinc in muriatic acid, is not to be recommended, for the reason that it is very corrosive, and if used it is impossible to prevent the parts from rusting. A better method is to either employ the non-corrosive solutions on the market, or powdered rosin. The work which is to be soldered should be filed or polished bright, and be absolutely free from dirt, grease or tarnish. Then sprinkle sparingly powdered rosin over the joint, and allow the solder to flow upon the surface with the clean hot bit. By this method it is almost impossible to obtain anything but a neat, first class job. The main factor of success lies in the cleanliness of the metals to be united and the soldering bit. The strength of a good joint depends on the thoroughness with which the melted solder runs into the joint, and not on the amount of solder used.

### When the Gasolene Refuses to Flow.

Frequently when gasolene refuses to flow into the carburetter it can be made to do so by merely blowing into the gasolene tank. When the supply is apparently exhausted the same simple procedure will often force enough gasolene into the carburetter to drive the motor half a mile, and even a mile.

## RIDE A Cushion Frame MODEL.

The Highest Grade

OF BICYCLE CONSTRUCTION AND THE MOST

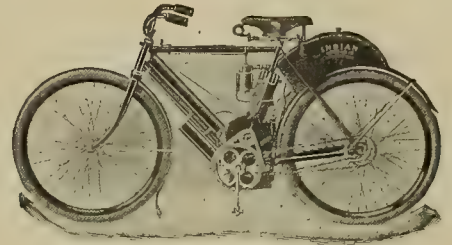
Luxurious  
Bicycle Made

ALL DEALERS.

# AGAIN

and as usual

## THE INDIAN WINS.



First an almost clean sweep in the New York hill climbing contest. Now a decisive victory in the

## BUFFALO 50 MILES ROAD RACE

on June 11th

which was won by A. S. Noonan, Rome, N. Y. on an Indian in

# 1 H., 11 M. 30 S.,

an average of 1:26 per mile.

# AND AGAIN

were the "Clamorous Claimants," the "just-as-goods," the road locomotives and the "baby elephants" conspicuous chiefly by their absence or by their defeat. Why?

If the Indian's performance does not speak for itself,

## ASK INDIAN RIDERS

At San Francisco June 5, Indians captured 5 out of 6 places.

## ARE YOU RIDING A WINNER?

## HENDEE MFG. CO., SPRINGFIELD, MASS.

Pacific Coast Representatives,  
**THE BRUNETTE COMPANY**  
461 Mission St., San Francisco, Cal.



## TREAT THEM KINDLY

### Traveling Man Relates Experiences and Tells how Encouragement Spurs His Kind.

Having travelled around this country for the past thirty years, and meeting with all kinds of buyers, I would say treat the travelling men kindly and always have a welcome for him, says Frank Guildener, in an address "Suggestions to the Buyer from a Travelling Man," delivered at a recent convention of hardwaremen.

Many times he being hundreds of miles from home, wife and children, providing the necessities of life down-hearted and low-spirited, he walks into a large house to see the buyer. The buyer often treats him as if he was a stranger—too busy to talk to him. Suppose he represents a large axe manufacturer who had plenty of axes on hand and could deliver them at once without any delay and his price was just \$1 per dozen less than the big Axe Trust Association—why, gentlemen, you would treat him with all the courtesy you know how. Some of you would offer him a "Robert Burns" cigar, some of you would take him to lunch and a few of you—only a few—would say, "Let's walk down the street and take a smile together." Therefore, treat the travelling men kindly and all alike, it does not matter whom he represents.

Then again he walks into a large hardware house in the South to see the buyer. The first thing that meets his eyes is a large card on the door. This card reads: "Travelling Men's Reception Room." Oh! how his heart flutters—I mean the new travelling man, not the old one; he imagines when he stands there reading this sign that he is to see inside a large round table with

five chairs all around it, and a box of cigars in the middle; when he enters he is disappointed. He sees another sign: "We object to the use of tobacco in any form in this office."

Then he has to sit down in this reception room and wait for hours for the buyer, and often falls asleep. When he awakes he says: "Oh, my, won't I make that buyer pay for this if he buys anything from me." So I say get close to the travelling man, and if he has a 10 per cent up one sleeve or a 5 per cent up the other sleeve or even a 2½ per cent up his boot leg, I am sure he will be too glad to give it to you. Again, gentlemen, do not keep him waiting in your stores if you do not want anything in his line; you yourselves have travelling men on the road, and no doubt you have found fault with them because they take so long to make a trip, and yet this poor salsman is held back by some small slow buyer.

I can look around this room and see merchants, yes, hardware merchants, who are rated up near the millions, at least, that is what the big books tell us—Bradstreets and Dun's, and I suppose you all pay Bradstreet's and Dun's to tell the truth. Who has assisted you in making this large amount and got you this rating? Why, your travelling men! This you all know and have to admit you never made it retailing goods.

The large and well known hardware manufacturers of Sargent & Co., whom I have the pleasure to represent, once sent me to New Orleans. I called on a gentleman who was hard of hearing. He was reading the morning paper. I walked in and said:

"Good morning, sir; I am representing Sargent & Co."

This man being hard of hearing did not hear me. After a short time he looked up and said:

"Are you selling goods?"

I said, "Yes, sir."

"Well, we do not want any goods, sir."

"Well, sir, I did not ask you to buy any

goods, sir." This man has not heard yet what I said. I started to walk out when his clerk heard me say I represented Sargent & Co. This clerk walked over to me and said:

"Oh, come back! The old man is hard of hearing; we buy all our goods from Sargent & Co."

We went back in the store, and the clerk got down this way—and hollowed in that old man's ear loud enough to be heard for a square, "This is Sargent & Co.'s man."

The old man looked up and said: "Oh, good morning, sir!"

I want to say right here, in less than ten minutes he had asked me to go out and take a drink with him, which you all know I refused.

Now, had I represented a small house he would not have paid any attention to me; so I say, gentlemen, treat the travelling men all alike, whether he represents the Axe Trust, large manufacturers or small ones. It seems to me I never take a trip South but some buyer, after calling on him in the morning and going back in the afternoon, will say, "I have not had time to look up an order; when are you going to leave town?" Take my advice and hire yourselves out to a wideawake, courteous firm, and after you have been with them one week and see how they give the travelling men attention, you will return home and never again say "I am too busy to look up an order," for people of this class do more work in one week than slow buyers will do in a month.

Again, do not write sarcastic letters to your travelling men; you lose more by doing this than you lose on your failures; write them encouraging letters; a kind letter to a travelling man makes him feel as if he could sell the devil a four-prong manure fork when his order called for a six-prong one. Have your travelling men on the road so contented that they will say as I do: It is a holiday for me to work for my firm.



## Every Dog Has His Day!

THIS IS THE TIME TO

## BUY YOUR BICYCLES AND SUPPLIES.

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# The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

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No. 15

## COASTER BRAKE MEN AGREE

### Sub-Committee of N. C. T. A. Gets to Work Smoothly on Jobbing Price.

That the spirit necessary for harmonious procedure is not wanting in the new committees of the National Cycle Trade Association was well proved on Thursday and Friday of this week when the coaster brake sub-committee of the classification committee held long and important sessions and separated in amicable agreement.

The business upon which the whole session dwelt was that of a corrected list of concerns that are entitled to jobbers' prices. Names were submitted by various members of the committee, and some of them were name of concerns of whom none had ever heard before.

There naturally was much discussion. The question of where to draw the line came up repeatedly and it was found that it was a good thing for the association to have an inflexible rule as to what constitutes eligibility to jobbing prices. True to human nature, the members were prone to want the rule a flexible one that would apply to every one except themselves, and were desirous of having recognized those whom they in their individual dealings had recognized. With the development of this not unexpected situation all, however, proved themselves reasonable and willing to subvert their own desires for the harmonious working out of the association's plans. In the course of discussion the members repeatedly agreed to the striking out of names proposed by themselves and agreed to submit others to the result of investigation.

One session was held Thursday afternoon, and a second one was held on Friday from 10 a. m. till 4 p. m., and what might be called a tentative list was formed, some of the names on it being marked for investigation. Another meeting will be held on July 21 to finally approve of the revised list, and in the mean time the names under discussion are withheld. The list this year will be a bigger one, however, with many new names on it.

Those present at the meeting were: C. W. Leng, of John S. Leng's Son & Co., chair-

man; A. M. Scheffey, secretary; J. W. Surrie, of the Corbin Screw Corporation; George Graham, of the New Departure Mfg. Co.; Ralph D. Webster, of the Eclipse Machine Co.; J. Whittington, of the Forsythe Mfg. Co.; S. B. Kieffer, of the Standard Spoke and Nipple Co.; R. D. Alliger, jr., of the Aurora Automatic Machine Co.

### Rudge Quits Stanley Show.

Something of a sensation has been caused in British cycle trade circles by the announcement that the Rudge-Whitworth Co. will not exhibit at the Stanley show. As the rival exhibition, the National show, will not be held again, this of course means that Rudge-Whitworth will not show at all. Other big concerns, such as the Swift and Premier, are also following this policy.

Notwithstanding, the secretary of the Stanley show reports that he is overrun with applications for space.

### Cole's Absconding Bookkeeper Caught.

Archibald Forbes, alias Irving B. Humphrey, the former bookkeeper for the G. W. Cole Co., of New York, has been apprehended by New York detectives at Buenos Ayres, and is now awaiting extradition to this country. Forbes was arrested on last January 3, charged with forgery and larceny by J. N. H. Slee, treasurer of the G. W. Cole Co. He was released on \$1,000 bail, pending trial, and jumped his bond.

### Auction Sales Hurt African Trade.

One of the reasons for the collapse of the American cycle trade in South Africa, according to an authority, is due to the large number of bicycles sold at auction. It is said that several British firms send large consignments of cycles to that country for this special purpose.

### Court Orders Acme Plant's Operatiot.

The Acme Bicycle Co., Elkhart, Ind., which passed into the hands of a receiver some months ago, is still being operated by order of the court. The order is renewed from time to time.

### Cassidy Buys Thompson Plant.

The Federal Mfg. Co. have sold the business, good will, etc., of the Thompson plant at Chicago, Ill., to H. J. Cassidy. The plant itself has been leased to Cassidy.

## KELSEY'S RINGING APPEAL

### In a Strong Letter N. C. T. A.'s President Asks United Support for his Association.

That there is earnestness and the spirit of work in the new administration of the National Cycle Trade Association is being evidenced in many ways. One of the first acts of President Charles L. Kelsey was to have reports of the recent meeting of the association sent out to manufacturers of bicycles and bicycle sundries, and with each report he sent a strong, yet frank and pleasant, letter, of which the following is a copy:

"Gentlemen: The report of the proceedings of the meeting of the National Cycle Trade Association, which accompanies this letter, leaves little to be said in explanation of the relationship that is desired to be established between the jobbers and manufacturers, and of the general aims of the association, but I feel that a few words from myself, written in my capacity as president of the association, might help in removing some, at least, of the few remaining misunderstandings that still exist on your part as to the real intentions of this association.

"If anything I may say is the means of bringing any of the very few remaining suspicious and fearful ones among you into a closer and more cordial co-operation with this association, then my efforts are well repaid.

"In the first place, let me say I can assure you that this association has no intention of attempting to force you manufacturers to do anything whatever, but we do intend to try to show you where our common interests lie and endeavor to secure your honest and enthusiastic support.

"You certainly must realize the fact that the jobber cannot exist without the manufacturer, and neither can the manufacturer exist without the jobber. Some few of you may think the jobber a superfluity, but I think it equivalent to a charge of lunacy to say that any of you do think so. So we must proceed upon the proposition which is so self-evident. Is it good sense or good business for us to fight each other? Certainly not. It is to our mutual interests to work harmoniously together. It is unfortunate that



a very few of the New York City jobbers (honestly, I believe) differed from the unanimous opinion of the members of the association. For these erring jobbers I have but words of kindness. I feel that it will soon dawn upon them that the association is their only proper home, and that they will soon desire to return to the fold. They will be welcomed at any time.

"I speak of these recalcitrant jobbers because to some of you may be presented the problem of serving either the majority or the minority, and you may hesitate to follow the road made clear to you. To such I can only say, "use the judgment that has been given you, and no one will have aye to say."

"The question of jobbers' prices to jobbers only is one that you all, with the exception of one class, have striven for, for years, and the opportunity given you through our classification committee will, no doubt, be welcomed as giving you a long sought for excuse to clean your house in this particular respect. The class to which I refer as being the exception is, as you all know, the manufacturers of tires (and as this is merely a heart-to-heart talk, I trust no offence will be taken).

"With the tire manufacturers I fear I cannot truthfully say that even the desire to discontinue the existing policy of selling to retailers exists very strongly, and I can only say, in all kindness, gentlemen, look at this matter from a standpoint of profit, and not of quantity, and I think you will see that it were better to make some sort of a combination among yourselves restricting output, reducing expenses of salesmen, and thus increase your profits. Confine your sales efforts to the jobbers and to the bicycle manufacturers, and let the jobbers handle the small trade.

"To those of you not associate members of this association I urge the necessity of your joining us at once. We are a living, moving force for good. It is certain that our assistance can do no harm.

"To those who are associate members I urge upon you the necessity of encouraging the association in every way in your power.

"This is an 'off year.' Let us join hands and make next year a 'corker.'"

#### **Busy Season for Reading Standard.**

The Reading Standard Cycle Co. has just completed a very busy season, manufacturing over four thousand machines. They were shipped to all parts of the globe, the greater number, however, to the Southern States and those along the Pacific Coast. A number were exported to Russia, Holland, France and Japan.

#### **\$3,000 Fire at Evanston.**

Damages to the extent of \$3,000 was caused to the shop of H. E. Chandler, an Evanston, Ill., dealer, last week. It was caused by the explosion of a brazing forge. The fire department responded to an alarm sent out, but was unable to prevent the total destruction of the establishment, with all the bicycles in it.

## **RETAILERS TO BE PROTECTED**

### **Hardware Associations Discuss Methods of Resisting Inroads of Catalogue Houses.**

Representatives of the wholesale and retail hardware associations who have volunteered their services in the effort to protect the retail dealers throughout the country against the inroads of the catalogue houses have now decided that drastic remedies will be necessary to alleviate existing evils.

At a meeting of these representatives, held in St. Louis last week, three remedies were suggested, as follows: First, that hardware manufacturers shall not sell any of their goods to catalogue houses; second, that manufacturers shall name such high prices as will prove unattractive to these firms, or third, that they should regulate the minimum price at which their goods shall be sold.

The committee asserts that the adoption of some remedy is necessary if retail hardwaremen throughout the country wish to make a living from their business. They admit that the catalogue houses have a right to transact business as other retailers do, but deny them the privilege of purchasing their goods at prices accorded to jobbers.

#### **No Secrets at Thomas Factory.**

The belief that locked doors and secret process were necessary to the success of the modern factory has almost passed away.

Last summer, it will be recalled, the E. R. Thomas Motor Co. sent a number of their foremen to visit the different factories throughout the country. They were instructed to make no attempt to obtain secret information, but to present their credentials at the office. Without a single exception they were cordially welcomed by the various officials and a free interchange of methods and ideas was had to the mutual advantage and profit of all concerned.

This summer the Thomas plant has been thrown open to visitors. Among the latter last week were ten of the National Cash Register foremen, who spent the entire day examining the various fixtures and tools and discussing the various systems of construction. The Thomas plants were also recently visited by manufacturing representatives from England, Japan and China, and students from Columbia and Cornell colleges, and the "Teck" of Boston.

#### **World's Fair Trip as Prize.**

Indianapolis now has a live bicycle organization, officered by men with ideas. It was formed June 30 under the name of the Indianapolis Bicycle Trade Association. In spite of its name it is not strictly a trade organization, although its membership comes from the dealers, clerks, repair man, and others connected with bicycle establishments and its object will be the providing of attractive outings for riders, and to work up interest in cycling. The amusement com-

mittee will arrange and handle all runs and races.

The dealers had no more than organized when a half day's pleasure for city riders was arranged for. On Sunday, July 17, every rider in the city is invited to meet at Monument Place at 8 a. m., and participate in a run to Riverside Park. A number will be given all participants. When the park is reached, duplicates of the numbers given the riders will be placed in a hat and the first number drawn will entitle the holder to a round trip ticket to the world's fair.

A game of baseball between two strong teams in the city will be played for the dealers' guests' benefit, and the winner of the game will receive an attractive trophy.

The officers of the association are: President, Fred I. Willis; vice-president, George Detch; secretary, Cecil Gibson; treasurer, Gustave Westing. The amusement committee is composed of George Krietlein, C. Koehring, Gus Habich, William R. Watson, Joseph Pfeiffer and Fred Beck.

#### **Ingenious Device for Traffic Riding.**

Advices from abroad state that the makers of the Werner motor bicycle are bringing out a novel means of governing speed. In substance, it is a device which at any time may be brought into action by the rider, and its effect is that a spark will occur in the combustion chamber at every eighth stroke of the piston, instead of at every fourth, as normally. Thus, when running through traffic, a slow speed can be maintained and the engine is prevented from racing, while at the same time it is cooled by the passage through it of a supply of fresh and unexpended mixture, which occurs once in each eighth piston stroke. This action is brought about by switching the current from one contact breaker to another, the second one being actuated at half the speed of that which works usually. The rider, by merely raising his front brake lever slightly can bring this second contact breaker into action and thus reduce the number of explosions by one-half.

#### **Doings Coaster-Brake Missionary Work.**

While most of the bicycles sold in Great Britain in the last few years were equipped with free wheels, a great number are in existence with fixed gears. To convert these machines, as well as those with unreliable free wheels, Green & Houk, who market a coaster brake of American manufacture, are advertising the following scheme:

The rider takes his old rear wheel to the dealer and agent, who forwards it to Green & Houk. In return, he receives a rear wheel, an exact duplicate of the old one, except that it is fitted with a G. & H. coaster brake, together with a guarantee certificate for 30 days. Should the device prove in any way unsatisfactory in that time, the rider is at liberty to return it. The cost of the change to the rider is one guinea, and the transaction necessitates no mechanical work on the part of the dealer, being thus a very convenient and profitable transaction.



## AUSTRALIA'S WINTER SEASON

### Road Racing Now Occupies Cyclists' Attention—Sydney Thousand Race In Court.

Melbourne, June 3.

The racing season has closed, and the winter is upon us. The season just passed has been a phenomenally pleasant one as regards weather, for since October last till the middle of April—seven clear months—we have had one continuous spring or autumn. All through the summer the heat was bearable, the thermometer rising no higher than 96 degrees, which was remarkable for this climate, where 103, 105 and 107 degrees, and even up to 109 degrees, have been common. This, truly, is God's country for cycling. In this city the worst that happens in the winter is a shower of rain; the thermometer rarely reaches freezing point except on an occasional night or so, while snow is unknown. We cycle all the year round, and sometimes have the best weather in the winter months—cold, frosty days with a bright, warm sun; the length of daylight in mid-winter being not less than ten hours.

Path racing being ended, the road racing season has just begun. Club races and inter-club events are already arranged, some clubs having as many as five competitions in a like number of months. The most important road race in Australia is the Dunlop contest, from Warrnambool to Melbourne, over a distance of 165 miles. Last year this event was won by J. Arnst, of New Zealand (and who represented that colony), in the world's record time of 7 hours 43 min. This year the competition promises to be as great a success as as ever, and to insure the race to be thoroughly representative of Australasia, the promoters, the Dunlop Tire Co., are conducting test races in the various States, the rider registering to the fastest time being chosen as the representative of his State. In addition the promoters allow him \$50 for his expenses to travel to Victoria and compete. Last year the test race in New South Wales was 130 miles in length. In New Zealand it was 112 miles. In Tasmania it was 120 miles. In West Australia it was 112 miles, while in South Australia there is an annual fifty-mile club competition, which is made to answer.

At the time of writing the first prize taker of the Sydney Thousand Wheel Race, run in March last, has not been named. The judges awarded first place to L. Corbett, but A. H. O'Brien, third man, protested, on the ground that Corbett and another bored or fouled him, and, on appeal, he was placed first, Corbett among others—McFarland, Plunkett, etc.,—being disqualified for a period. Corbett, however, has taken the matter to law, and, so far, the issue is one between Corbett and O'Brien, which the law will decide, the promoters having paid the amount of the first prize, \$3,750, into court. Whichever one secures the verdict will not

get the full amount, as already a charge has been made on the money, an injunction of some kind having been sought and refused. But lawyers must live.

By the same boat that carries this letter also travels Major Taylor, wife and child, and Donald J. Walker, our crack sprinter, who, with the major, intends to go to England and compete in the World's Championship. Walker, by the way, is the accredited representative of Australasia, and carries with him credentials to that effect. By a previous boat three other Australian riders also left for the States. These were F. H. Scheps, second man to Walker and winner of last year's Austral Wheel Race; William Palmer, another first class rider, and who was in the States a year or two ago, Utah principally; I think, and W. Bearpark, who has made a better name for himself as a motorcyclist than a path racer. We are looking forward to a good season this year, and expect a strong foreign contingent to visit us. Major Taylor will likely be here again, especially if he wins the World's Mile, as he is anxious to do. We have been agitating to have our exhibition track improved this winter, and think that we will be successful. In this case the great Austral will, for the first time, be decided on an asphalt path, and at the present time, negotiations are being made to that end. This may be an additional inducement to oversea riders to visit us, it being understood that the grass track, on which the big event has hitherto been decided, was a deterrent to some. The Melbourne Bicycle Club, the promoters of the Austral Meeting, have had two comparatively bad years with the weather, the rain so affecting the grass that postponements were frequent (there were three days to each meeting). Last Austral meeting barely returned expenses, which were \$10,000, the net profit being under \$375. Hence, the committee is chary of the grass this year. But it is about time a change was made, for it is retarding the sport in no small degree.

Trade matters, with the advent of the wet season, are somewhat quiet, but the season just ended has been fairly good. Variable gears are growing in popularity, while coaster back pedalling brakes are not so much in demand since the great variety of independent brakes have become available. The latter allows more freedom of pedal action, which is greatly appreciated in mounting and dismounting and in the fuller rest it affords while actually coasting.

#### Melbourne Club's Comfortable Balance.

In all probability the richest cycling organization in the world is the Melbourne Bicycle Club; its twenty-sixth annual report reveals a balance of £10,300. Twelve years ago the club was £652 in debt. Last year's report showed a loss for the first time in many years; they were short by £171, due to the fact that the Austral Wheel Race, which is promoted by the club, yielded a profit of only £74.

## BURGESS IS PESSIMISTIC

### Says Wholesale Stealing of Machines and Cut Price Concerns Prevent Revival.

"Until some method can be devised to stop the wholesale stealing of bicycles, particularly high grade machines, I am afraid that no permanent revival of cycling can be assured for New York City," declares W. H. Burgess, manager of the bicycling department of A. G. Spalding & Bros., at 126 Nassau street, New York.

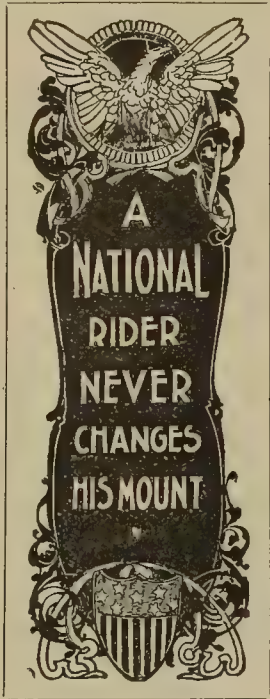
"There are scores of people whose machines have been stolen, who have told me that they have given up cycling on that account. It has frequently happened that a man has come in here, bought a machine and left it out in front at the curbstone while he came back to buy a pair of trouser guards, would find when he went out again to ride away that his machine had been stolen during his absence. The number of times that stolen bicycles are recovered is so few that when once a machine is stolen it has generally gone for keeps.

"In one apartment house on the upper West Side, seventeen owners of bicycles had their machines stolen during last summer and none of them were ever recovered. I know of the truth of this, as two of the stolen machines had belonged to members of my own family. The thieves are a discriminating lot, as I have heard of very few cases where old or cheap grade machines have been stolen. The consequence is that the very class of riders the dealers are most interested in are the ones to suffer, and they cannot be blamed for losing interest when the difficulty of keeping high grade machines is taken into consideration.

"Another class of cyclists, those living in small towns nearby, who use bicycles to make the trip to and from their trains, are being lost to the legitimate dealer by the so-called 'storage companies' and other 'fly-by-night' concerns, who advertise such wonderful bargains in several New York newspapers every day. Men who come here to 'look around' appear very much surprised when told of the prices of Columbias, Spaldings, Clevelands and Tribunes that we quote to them. They often pull some of the 'fake' advertisements out of their pockets and tell us that they can buy high grade machines for less than half the amount we ask.

"Occasionally an old rider will come in and tell us that he has seen a secondhand high grade machine in one of the downtown stores that advertise bargain sales. Generally, any one who goes to such places will be told that they have just sold the last Cleveland or Spalding or Tribune they had in stock, but they have something just as good at half or third the price of the make asked for. If the rider does not buy the truck they show him, he is generally spoiled so far as any legitimate dealer is concerned.





The Winner of the Detroit road race, May 30th, was offered as a prize his choice of eleven different makes of bicycles.

He chose the National.

**NATIONAL CYCLE MFG. CO.,**  
BAY CITY, MICH, U. S. A.

Makers of Bicycles  
for Winners.

# DEALERS ASK WHY FISK TIRES DO NOT PUNCTURE AS EASILY AS OTHERS.



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LONDON.

OMAHA,  
MINNEAPOLIS,  
DENVER,  
LOS ANGELES.

**FISK RUBBER COMPANY,**  
Chicopee Falls, Mass.



# THE BICYCLING WORLD

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and MOTORCYCLE REVIEW

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, JULY 9, 1904.

## Value of the Endurance Contest.

This week has been made rich in value to the sport and industry by the successful fulfillment of the eight days' programme arranged for the second annual meet of the Federation of American Motorcyclists. It has been a week in which the efficiency, the reliability and the all around service ability of this new man carrier has been set forth before the public in a stronger, more impressive way than ever before. Tens of thousands of poster sheets and pages of display advertising in color in all the periodicals could not have done nearly so much toward in convincing the general public of the worthiness of the motorcycle, as have the six day series of contests conducted on the highways all the way from Albany, N. Y., to Cambridge, Md.

There was not a great host of contestants, nor were there throngs of spectators everywhere, though there were crowds at many places; but there was no disappointment in these facts, for it had not been expected to

be otherwise. The programme of contests was too formidable to be entered upon by any except the most strenuous souls, and furthermore, it was necessary for those participating in the whole affair to absent themselves from business and from home for eight days. Under such circumstances it was a splendid thing to have twenty-seven enter for the events, most of them for the whole programme, and to have most of them start and a majority of them survive the whole ordeal.

While there was no host of competitors to cause sensational and "spread" stories, the doings of the little band of motorcyclists who ran over the rough roads from New York to Albany and back in a jiffy, who travelled scores of miles on a single quart of gasoline, who climbed hills that give pause to high powered automobiles, who demonstrated their ability to run very slowly also, and to get under way quickly, and who then topped off by another run of 271 miles to hold track races and festivities at Cambridge, Md., have been well set forth in the columns of the press, and of the New York papers in particular, and thereby heralded near and far. The accounts of the affair have been exceptionally well handled by the dailies, too, in that they have made it plain that the contests were not races, but competitions in the qualities that make for practical serviceability. It has been made plain also that the tests to which the little vehicles were put were of a character so severe that it was a great feather in the cap of every one who got through them at all.

In view of these facts, it has been a splendid exploitation of the machines that competed, and it has plainly been shortsightedness on the part of those manufacturers who did not see to it that they were represented. The general public has been satisfied by a convincing demonstration of the efficiency and trustworthiness of the motorcycles that have withstood the various ordeals imposed, but of those machines which did not participate they have no knowledge. The whole affair will do more toward dispelling doubt and creating faith in the future of the motorcycle than anything that has gone before. It cannot fail to convince the cautious, waiting ones that the time of development when it is well to invest has arrived, and those so convinced will by this series of contests be furnished with a list of machines, all of which are undeniably "good ones." The inference is obvious.

The time made by the contestants in the

run over the rough roaded hills of the pallisades, the Hudson highlands and the Catskill mountains, is worthy of special note. It was only a little more than twice the time taken by the trains running on straight, smooth rails. It was said by one of the competitors that in his opinion no other sort of vehicle could have averaged fifteen miles an hour over the route taken, and this is easy to believe. Such testimony speaks volumes for the stage of practicability that has been attained by the two-wheeled power vehicle.

Concerning the riders themselves who participated in the affair, it will be seen by reference to the details of what they endured and struggled onward through, that their part has been indeed heroic and that in the interest of sport they have developed Spartan fortitude.

Great honor and credit has been won by the Federation of American Motorcyclists for the success it has made of this, the biggest affair yet undertaken in the name of the motorcycle. By its works the new organization has won a claim to the undivided support of the trade and of all riders. It is an effectual worker for the cause.

## Foster the Touring Spirit.

The most enthusiastic riders to-day are the so-called "old guard"—men who have ridden for ten or twenty years or more. Any one who is a close observer will find that one of the characteristics of these riders is that they are, or have been, given to touring. Nowadays riders seek good roads, cycle paths, parks and levels. They are not possessed of any adventurous spirit. They know little of the pleasure in using the bicycle for exploring new roads or taking long trips. The real pleasure of such cycling can only be felt from experience. Old club life was always full of gossip and discussion as to what happened on runs and tours, how so and so coasted or climbed a hill, or what a fine dinner was had at some country inn. The friendship that was built up on these outings is so strong that this is really what held the cycling clubs together. It is the only bond that keeps many of them in existence to-day.

How can the newer generation be taught the delights of touring?

In the old days clubs and organizations called many tours and runs, which attracted riders through the publicity given them. While clubs cannot now be so easily formed, there are other ways left to inspire the touring and exploring spirit. Dealers should decorate their stores with maps and pictures



illustrating scenes in the surrounding country. This will cause new riders to ask questions and cause the older ones to recall some of the pleasures they formerly experienced. The desire to tour readily enters the breast of the new rider, and the old timer who has given up cycling perhaps will say, "I think I will have to take a run out there again myself some day." If the dealer can get out on runs and tours so much the better. Let him make his store a sort of headquarters for the touring and road riding element by furnishing information; let them make their arrangements with one another there. Their discussions are always interesting and attract new riders. Wheelmen who tour are generally fine fellows and apt to lead companions and novices to the store who will become customers. Moreover touring riders are as a rule purchasers of sundries. It is often, and rightly, said that the wheelman who gets his cycling education from a road riding club never gives up cycling. The automobile is doing much to call attention to the pleasure to be derived from long country runs and tours, and the cycle trade should do its utmost to point out that these same pleasures, if indeed not greater pleasures, can be had by similar cycling trips.

#### Looking After Motorcyclists.

Storing and cleaning should be one of the profitable ends of the motorcycle business to dealers and repairmen. This is particularly so in large cities, where people live in crowded quarters. A bicycle weighing twenty-five pounds can easily be carried up a flight of stairs, and even cleaned in a room. This is not the case with a motorcycle, however.

Unless one has a stable, or basement, on almost a street level, it is necessary for the motorcyclist to hunt a place for storing his mount. In addition to the mere profit of storing and cleaning, the dealer reaps the additional profit on adjustments and repairs that he may be required to make, the sale of sundries, etc. Some riders are enthusiastic and wish to attend to their machines themselves, clean, repair and adjust them. Dealers should bear in mind that these are usually the most enthusiastic men and do not do this for the mere sake of saving money. They should consequently treat them courteously and make them feel welcome at all times. Still another benefit of storing is that it tends to make the store a sort of headquarters for the most influential and enthusiastic wheelmen.

#### Blum and Bauman Win at Buffalo.

William ("Farmer") Blum, of Chicago, won the piano which the Buffalo Cycle Trade Association offered as first time prize for the 25-mile handicap road race which the association ran on July 4. Blum, winning in the time prize, broke the former record of 1 hour 3 minutes for the course, made by Burton Downing, of San Jose, Cal., last Decoration Day, his time from scratch being 59 minutes 8 seconds. The other piano which the Buffalo dealers provided for the first rider to cross the tape will remain in Buffalo, as the race was won by William Bauman, of the Woodbine Wheeling Club. He was the youngest rider in the contest and started with the 5 minutes 30 seconds division. Thousands of spectators lined the course in larger numbers than have ever witnessed a road race in Buffalo, even in the palmy days of road racing, the majority of the onlookers being ladies. There were many riders entered from other cities, Chicago, Detroit, Cleveland, Rochester, Syracuse, Findlay, O., Titusville, Pa., and Jersey City being represented. Nearly one hundred riders started. In addition to Blum, the following riders started from scratch; Walter Brydon and F. B. Sheer, of Detroit;; William Wilkins, jr., of Jersey City; Joseph Barbach, F. A. Dahlke, Val Jahle and S. K. Wihoski, all of Buffalo.

Bauman was the first rider to reach the turn, and he was never headed on the return trip, crossing the tape minutes ahead of the second man, who was Samuel La Force, of Syracuse, handicap 4 minutes. Ed C. Helf, of Tonawanda, who started from the same mark as La Force, was a close third. Gurney Scheu, of the Ramblers Bicycle Club, of Buffalo, finished in fourth place from the 3 minute mark, and also won the third time prize. The second time prize was won by Charles E. Hewitt, of Rochester, 2 minutes, who finished in twelfth place. In addition to the three time prize there were over seventy place prizes.

#### Revival Run for New York.

In response to a call issued by Charles W. Leng, of John S. Leng's Son & Co., and L. V. D. Hardenbergh, of Brooklyn, representing the United Cycle Clubs of Greater New York, a meeting was held on Wednesday evening of this week, in the Cosmopolitan Hotel, New York. The purpose of the meeting was the taking of preliminary steps looking to the holding during the month of August of a parade and review of cyclists.

The meeting was called to order by Charles W. Leng, C. P. Staubach being elected chairman and Charles Lundberg secretary. Following a brief statement of the purposes of the meeting by Mr. Staubach, expressions of opinion and suggestions were given by Messrs. Leng, Hardenbergh, Van Dyke, Adey, Ferguson, Nagle and others.

Mr. Leng submitted a number of letters he had received. Those from John Devereux and Charles Boise, offering financial

and other support to the project, were read by the secretary. All the letters referred in enthusiastic terms to the scheme, and offered tangible support. They were from dealers and manufacturers.

It was moved by Mr. Van Dyke that a committee of seven be appointed to formulate a plan and scope, and the following was

#### Butler Ends Moran's Winning Streak.

It fell to Nat Butler, the veteran racing man, to lower the colors of James F. Moran and break the chain of straight victories of the latter behind motor pacing. The pair and Harry Caldwell, the Reading Standard "50-miles-an-hour" man, met in a twenty mile contest at the Revere Beach track last Saturday night, paced by four horsepower motors. Caldwell seemed lost on the small eight lap track, and his pacing machine was very slow. Butler got away first about four yards ahead of Caldwell, Moran being the same distance back of Caldwell. Caldwell lost his pace before he had gone three-quarters of a mile, and Moran moved into second place at the end of the mile when Caldwell lost his pace again. Butler kept the lead for five miles, but Moran passed him and led at the end of the sixth mile.

Moran lost his pace in the last mile and threw his wheel into the track inclosure, but remounted and went on again. He was off the track long enough for Butler to win by two and a half laps, though he lost his pace two laps before the finish. Caldwell was more than a mile behind. The time for the twenty miles was 30 minutes 15 seconds. Moran had won nine straight races before his defeat by Butler.

#### N. C. A. Punishes Vailsburg Offenders.

As a result of the mix-ups, both on and off the track, last Monday at Vailsburg, the following sentences have been imposed by the board of control of the National Cycling Association:

William S. Blizzard, of Jersey City, and Charles Hadfield, of Newark, have been indefinitely suspended.

Frank L. Kramer, Menus Bedell and Floyd A. McFarland, have been fined \$10 for illegally pacing after they were a lap behind the field.

John Bedell has been fined \$10 for accepting illegal pacing.

J. Frank Galvin has been fined \$15 for foul riding.

#### Kramer Leads in Championship Race.

Below will be found a table giving the result of the races run to date on the N. C. A. circuit for the 1904 professional championship. The scoring is as follows: Five points for a first, three points for a second, two points for a third and one point for a fourth.

| Rider.                             | 1st. | 2d. | 3d. | 4th. | P'ts. |
|------------------------------------|------|-----|-----|------|-------|
| Kramer (Pierce) .....              | 3    | 0   | 0   | 0    | 15    |
| M. Bedell (Reading Standard) ..... | 0    | 1   | 2   | 0    | 7     |
| Root (Columbia) .....              | 0    | 0   | 1   | 1    | 3     |
| Fenn (Pierce) .....                | 0    | 1   | 0   | 0    | 3     |
| J. Bedell (Reading Standard) ..... | 0    | 1   | 0   | 0    | 3     |
| Cadwell (Rambler) .....            | 1    | 0   | 0   | 2    | 2     |



# GREATEST OF ALL MOTORCYCLE EVENTS

**Eight Day Programme of F. A. M. a Splendid Success—Men and Machines Tested as Never Before, Yet They Withstand All Ordeals—Two Runs Call for More Enduring Than Anticipated—Fifty-five Miles on a Quart of Fuel.**

A success pregnant with glory has attended the efforts of the Federation of American Motorcyclists to make its second annual meet the greatest and most memorable motorcycle event ever held in this country. The varied and exacting programme, covering eight days, beginning on last Saturday, July 2, unfolded itself day by day with an evenness that was eloquent of careful preliminary work as well as sterling merit on the part of the men and the machines participating.

The two endurance run features were prospectively "teasers" and uninviting to the mild spirited, and the length of time covered by the programme was prohibitory to many, yet there was a good field of entries. The endurance runs both proved more severe than had been anticipated, yet a splendid proportion of competitors pulled through them both within schedule limits.

There were in all twenty-seven entries. Of these twenty-one entered for the whole fray, from July 2 to 9, inclusive, with six days of contests and two of relaxation at the end; two entered for the first series only, with the events of the first four days, July 2, 3, 4 and 5, and four entered for the second series, covering the four days of July 4, 5, 6 and 7.

Twenty-three started on the two-day trip of 306.8 miles from New York to Albany and back, July 2 and 3, and fifteen finished within the limits required.

Seventeen competed in the economy test on July 5, and a truly wonderful record was made by the winner of that event.

On July 6 there were sixteen competing in

the hill climbing, starting and slow speed contests, Buffum, the winner of the astonishing economy contest, having been put out by the only accident that cast a gloom over the competitors; and that, as it happened, was not during any of the contests, nor in connection with them, he having started on a personal errand to a store when injured.

The only cutting of the programme occurred on Tuesday, July 5, when the proposed stopping contest was omitted because the chauffeur who was to regulate the pace with an automobile fitted with a speedometer failed to return from his holiday at Coney Island in time.

On Wednesday, July 6, sixteen started on the second endurance contest, the ride from New York to Cambridge, Md., 271 miles, although one of them was an irregular. Fourteen of the regular contestants and companion got to Wilmington, where the night stop on Wednesday was made. After terrible trials twelve of the regular contestants got to Cambridge on Thursday night, while two more of them took a train a short way from the destination.

On Tuesday a touring section, with seven riders in it, started from New York for Cambridge, and on Wednesday a second touring section, comprising eight riders, started. Of the fifteen only three went through on their bicycles.

As the Bicycling World is going to press the business convention of the Federation is being held at Cambridge, and there are races and festivities of various sorts to be enjoyed during the last two days.

The rules for all the contests were unprecedentedly strict, as has been explained earlier. The basis of award in the endurance contests was for the best approximation to fifteen miles an hour, although there was a minimum speed of ten miles an hour for bicycles of less than 2½ horsepower, which included all but one of those entered.

Of the two entered in the first series, Dampman fell by the wayside, and Pieper was the winner of that series in a walkover. Of the four who entered in the second series all started, but O'Malley was the only one who finished, and so he, too, won in a walkover the series he entered. As is shown by the dispatch from Cambridge, received in New York on Friday, the winner of the diamond medal will probably be either Hedstrom or Holden.

## NEW YORK TO ALBANY ENDURANCE RUN.

Some three months ago, when the subject of endurance contests was being discussed, George M. Hendee ventured the remark: "I hope they will give us something more than a pleasure jaunt this year."

On last Sunday afternoon, after Hendee had completed the journey from New York to Albany on the east shore of the Hudson, and from Albany to New York on the west shore of the river, his remark was recalled to his attention.

"They gave it to us all right," was his retort.

Hendee's comment but faintly describes what was "given" the contestants; nor can



LINED UP FOR THE START FROM NEW YORK.



any one not familiar with the roads traversed begin to appreciate it. It was a memorable ride, and one that tried every mite of mettle in the man as it tried every ounce of metal in the machine. They were racked and pounded as never men and machines were racked and pounded before, and that twenty out of twenty-three starters reached Albany on Saturday night is not short of remarkable.

The roads had been newly worked, and when shaded by the trees the hills on which there were no stones—and these were few and far between—were slippery in the extreme. The roads on both sides of the river, particularly on the northern portion of it, is hedged in or bordered by the Catskill Mountains. There are few level stretches. The hills are of all lengths and

journeying to Albany and back in such time as to demonstrate the falsity of this assertion.

A terrific rain had fallen before daybreak on the morning of July 2, which was the day set for the starting of the contest, and the roads had not thoroughly dried when the twenty-three men left the headquarters of the New York Motorcycle Club, 10 West Sixtieth street, in batches of four. They were started at one minute intervals, the first batch being dispatched at 5:30 exactly. There were many spots which required careful negotiation, but the first real difficulty was experienced at Tarrytown. The Tarrytown trees almost deserve a chapter to themselves. For nearly two miles the streets of that town are completely embowered, and the sun has small chance to make its in-

had been loosely bolted to the frame, also shook out of position and gave him some little trouble throughout the day. His inlet valve also broke and he reached Albany in a demoralized condition. He was so discomfited, both mentally and physically, by the road conditions and his exhausted state, that he gave up the struggle at Albany. He declared that bed felt too good when he was called on Sunday morning.

After clearing the Tarrytown slime the most magnificent road of the whole journey was encountered—that passing Sleepy Hollow Cemetery. It was as smooth as a billiard table. It was on this road that Glieman punctured a tire. He attempted to patch the old inner tube which he was using, but after a waste of valuable time was compelled to insert a new tube. Not twenty miles beyond he ran off the road into a ditch, and attempted to climb a tree. The result was a pair of forks bent far back ward, and a frame which was driven almost out of semblance to its original shape. Glieman persevered and reached Albany tired, but not unhappy. It was also on the splendid road near the Sleepy Hollow Cemetery that O'Malley came to grief. The cam shoe of his timing gear fell off and tore the teeth. Repair was impossible, but O'Malley promptly gave notice of his intention to ride in the second series, including the events of the last four days. Dampman had his share of small troubles. One of his wire terminals broke, and but for his mother wit and a lucky horseshoe nail which he found in the road and made use of, he must have been delayed considerably. As it was, a puncture, which he got about the same time, entailed an additional delay of more than an hour. His discomfort was increased by the failure of his carburetter to work properly, necessitating feeding the motor by hand.

Goodwin was another of the early unfortunates. He ran into a ditch before reaching Peekskill, and all but wrecked his machine. He made a brave attempt to repair it, but it was unavailing and forced his retirement. Pieper ran into trouble ten miles out of Poughkeepsie. His coil went wrong and he telephoned Poughkeepsie for another one, which was brought to him. He had hardly put it in place and got under way when he sustained two punctures. Thereafter he had a series of unaccountable chain breakages, although his Indian was fitted with the Thor compensating sprocket. The small stones which were thrown up caused the chain to break five or six times. He was the only one of the Indian tribe who came to grief.

Indeed, the behavior of this tribe evoked the admiration of even its rivals. They rode as a squad, and were splendidly generalled. At all stages of the game they were within hailing distance of each other. Hendee gave the orders and set the pace, while Hedstrom was in the nature of the rear guard, protecting the tribe from misfortune. His quick and practiced ear was



HOLDEN AND PIEPER CLIMBING KELLEY'S HILL, NEAR HACKENSACK.

all grades. Few of them are smooth, and many of them are covered with loose stone. It is stating the case literally when it is said that for many miles the men simply bounded from rock to rock. It was not unusual for machines to fairly clear the ground, and race while in midair. How they stood the pounding is beyond explanation; but they did, and it is a magnificent testimonial to motorcycle construction that they emerged so triumphantly from the searching test. Not a single machine broke down, and the only one that was badly battered, that of Glieman, was left in rideable condition. The road conditions, both as to surface and grades, were such that it is doubtful if any other vehicle that runs on wheels, automobiles of whatever power, not excepted, could negotiate the distance from New York to Albany, and from Albany to New York, in ten hours, which is really only double the running time of many railroad trains between the two points. All the contestants agreed on this point. Any automobilist seeking glory can obtain it by

fluence felt. As a result, after a hard rain, the road surface is covered with slime an inch deep. In this slime the endurance contestants almost literally wallowed. It is fairly safe to say that at least one-third of them were brought to earth. Most of them escaped without serious damage, but when he slipped, William Simonson broke his pulley rim and was put out of the run almost before he had fairly started.

Chubbuch and Glieman collided in the slime, and both fell heavily, Chubbuch coming off with a broken handle bar. He managed to obtain a pair of racing bars and continued. What he suffered on the road to Albany is not easily pictured. For more than 100 miles he roamed over what may be described as a pounding road in the cramped and doubled-up position which his low-dropped bars required him to assume. It was a Herculean task which no man could have endured for very many miles.

In the Tarrytown slime Breeze also fell and broke his gasoline feed-pipe and saddle clamp. His motor, which he discovered



several times put to the test in detecting the cause of troubles as they manifested themselves.

Hedstrom was also almost literally the rear guard. He carried a revolver, the cartridges being filled with bird shot to be used on obstreperous canines. Several times this became necessary. Near Hudson a particularly obnoxious animal attacked the leaders of the party, requiring them to dismount. When Hedstrom came in sight he apprehended the situation; without dismounting he drew his revolver and aimed at the dog under his left arm. As he did so his bicycle slipped from under him and he fell, just as the revolver exploded. A. J. Banta, a Rambler rider, realizing that the Indians were old campaigners in endurance contests, had elected to follow in their wake,

himself proud. He was at all times tremendously in earnest and wideawake, but, if anything, if such a thing is possible, too scrupulously regardful of the rules. On several occasions without straining them he might have done several things advantageous to his interests, but was loath to do so. Beyond one puncture he had no trouble, either in going to or coming from Albany, and each night finished in good shape. While nearly all of the others sustained blistered hands or were bothered by their wrists Banta was free from such discomforts. He pointed to the Rambler spring fork as the cause of it all.

Hendee had one bad fall. He had equipped his machine with a pair of English rubber pedals, and en route to Albany one of the pedals fell apart, piece by piece, until finally

Latham, the other Yale-California man, was troubled by a leaky tank and concurrent troubles, and because of them was not much in the company of his mate.

On the road down from Albany Chubbuch's timing gear stripped and obliged him to take the train near Catskill, which put him out of the running entirely. J. J. McNevin, a light, slender youth, also took the train at about the same time. On Friday night McNevin had been assaulted and robbed in New York City, being carried unconscious to a hospital. He left the hospital about 2 A. M., and was on hand for the start at 5:30, the top of his head being almost hidden by courtplaster. The terrible pounding of the first day racked him greatly, and he was unable to stand it for more than two or three hours on the second day. The



THE COLUMBIA TEAM. O'MALLEY (READING FROM LEFT TO RIGHT), COATES, TUTTLE, BERNARD AND O'CONNER.

and obtain the benefit of this experience. As he tells the story, Hedstrom picked himself up and the whole party remounted. After they had ridden about a mile Hedstrom, according to Banta, remarked: "I shot myself in the arm that time." "That is too bad," was the chorus that greeted his remark. The pace did not slacken for a minute. It was a pace almost double fifteen miles an hour. When Hedstrom arrived in Albany his wound smarted so severely and the bruise was such an ugly one that he went to a hospital and had it examined. It was discovered that the shot was a glancing one, and that none of the balls had entered the flesh, although, as stated, it left a very ugly bruise.

Banta himself is quite a character. No man in the contest was more thoroughly imbued with its spirit. It was his "first offence," so to speak, and he has done

the pedal pin alone remained. At one point his foot slipped off the smooth surface and he fell, and his machine fell on top of him. He declined Banta's offer of help, and extricating himself soon regained his position at the head of his squad. Hendee has been one of the wonders of the trip. His great weight—243 pounds—was expected to prove a serious handicap. Despite the constant succession of hills and the continued pound of the roads he has always finished fresh and smiling, and has not had any of the misfortunes that have happened to some others.

Buffum, the Yale-California man, was another surprise. His work was almost clock-like until after leaving Hudson, when some minor troubles delayed him. The delay was increased when he came opposite Albany. The drawbridge swung open at that moment, and he had to wait for it to close.

strain told on him so severely that he was finally forced to stop and retire. Ziegler, of the Columbia team, was another courtplaster contestant, but as in McNevin's case the motor bicycle was not responsible for the injuries which the courtplaster hid. The day before the contest Ziegler, in trying to start an automobile, had been struck by the crank, and his nose split open. The Columbia team seemed to go it pretty much every man for himself. The members of the team were rarely in company, and suffered alone when they experienced trouble. They sustained a number of minor troubles, but punctures seemed to be their bete noir. Bernard had three of them on the run down from Albany, and Tuttle was delayed at the starting point in that place by tire troubles, also. He made repairs several times, finally inserting a new inner tube, only to discover that this had been chafed.



Tuttle himself was also badly chafed. Because of his tire troubles and also the breaking of the spring in his sprocket he reached New York at about 11 o'clock—after the control had closed—although he was so saddle-sore that he was unable to ride the next day.

O'Connor, who also rode a Columbia, but was not connected with the Pope Company, being in the nature of a free lance, was one of the interesting characters of the trip. Although but eighteen years old he stands six feet three inches in his stockings. He is not built in proportion. He weighs about 155 pounds and towered above all of his fellows like a tall sycamore of the Wabash. He has a frank, open face and soft voice, and is of an unusually retiring and modest nature. He plugged through to Albany without scorching, riding alone almost the entire day. Like the other lightweights in the contest, however, the punishment of the second day was too much for him. He reached New York after the control was

Hendee, watch in hand, walked in one minute ahead of time. This required that Buffum be penalized five points for each minute he was ahead of schedule, and Hendee subjected to a similar penalization. To this the referee added another debit of one point to Hendee's score for coming inside of the control and standing there. Later, the point was raised that the control station had not been established at the required point, and as this was incontrovertible the points were restored to both Buffum and Hendee.

THE ECONOMY TEST.

It was realized that the men coming in for the second series, with fresh motors in the pink of condition, would have a decided advantage over those whose machines had gone through the stress of the previous days' runs and contest, so the rules on this point, forbidding repairs, etc., were waived, and they were given an hour on Monday morning in which to adjust their machines. O'Malley,

mained and the contestant was required to get on his machine and make it "mote" until it refused to mote any more, in order to prove conclusively that the machine could not be propelled without fresh gasoline.

This was the first test ever made on the road. A similar test took place last September on the track. On that occasion W. H. Owen rode nineteen miles on a consumption of one pint of gasoline. Basing the estimate on this performance, it was calculated that thirty, or possibly thirty-five miles might be ridden on the road with a consumption of one quart of gasoline, taking into consideration the hills, etc., to be encountered. The warm, bright, sunny day undoubtedly helped Buffum's performance. The route was from the clubhouse of the New York Motorcycle Club to the foot of Fort George Hill—nine miles— and return. It was intended that several laps should be covered, and after that the laps were to be shortened, as it was thought that by then the gasoline would be nearly exhausted. Buf-

| Name.                                | Home.           | Machine. | H.P.     | Tires. | Brake. | Bicycle Weight. | Rider's Weight. | Arrived at Poughkeepsie. | Arrived at Albany (152.8 miles). | Arrived at Catskill. | Arrived at Weehawken (306.8 miles). |
|--------------------------------------|-----------------|----------|----------|--------|--------|-----------------|-----------------|--------------------------|----------------------------------|----------------------|-------------------------------------|
| Edward Buffum, Boston.....           | Yale-California | 2        | *G. & J. | Corbin | 110    | 180             | 11:13           | 4:07                     | 8:10                             | 3:38                 |                                     |
| Walter Zeigler, Hartford.....        | Columbia        | 2 1/4    | G. & J.  | Pope   | 135    | 165             | 10:45           | 3:46                     | 7:48                             | 3:43                 |                                     |
| George M. Hendee, Springfield.....   | Indian          | 1 1/2    | G. & J.  | Corbin | 100    | 242             | 10:45           | 3:41                     | 7:48                             | 3:48                 |                                     |
| George B. Pieper, Brooklyn.....      | Indian          | 1 1/2    | G. & J.  | Thor   | 98     | 150             | 10:45           | 6:19                     | 7:48                             | 3:50                 |                                     |
| Fred C. Hoyt, Springfield.....       | Indian          | 1 1/2    | G. & J.  | Corbin | 100    | 160             | 10:48           | 3:44                     | 7:48                             | 3:52                 |                                     |
| A. J. Banta, New York City.....      | Rambler         | 1 1/2    | G. & J.  | Corbin | 106    | 190             | 10:47           | 3:44                     | 7:48                             | 3:52                 |                                     |
| Oscar Hedstrom, Springfield.....     | Indian          | 1 1/2    | G. & J.  | Corbin | 100    | 150             | 10:49           | 3:45                     | 7:48                             | 3:53                 |                                     |
| George N. Holden, Springfield.....   | Indian          | 1 1/2    | G. & J.  | Corbin | 100    | 150             | 10:49           | 3:45                     | 7:48                             | 3:53                 |                                     |
| F. A. Baker, Brooklyn.....           | Indian          | 1 1/2    | G. & J.  | Corbin | 100    | 150             | 10:47           | 3:44                     | 7:48                             | 4:03                 |                                     |
| James White, Newark.....             | Light           | 1 1/2    | G. & J.  | Corbin | 100    | 152             | 10:45           | 3:41                     | 8:00                             | 4:07                 |                                     |
| N. P. Bernard, Hartford.....         | Columbia        | 2 1/4    | G. & J.  | Pope   | 135    | 140             | 10:45           | 3:47                     | 8:00                             | 5:44                 |                                     |
| E. M. Coates, New Britain, Conn..... | Columbia        | 2 1/4    | G. & J.  | Pope   | 135    | 152             | 10:46           | 3:49                     | 8:00                             | 5:44                 |                                     |
| W. H. Latham, Brookline.....         | Yale-California | 2        | G. & J.  | Corbin | 110    | 135             | 11:13           | 4:50                     | 8:51                             | 5:44                 |                                     |
| Frank M. Dampman, New York City..... | Marsh           | 3        | G. & J.  | Corbin | 165    | 140             | 12:11           | 5:04                     | 8:21                             | 5:58                 |                                     |
| H. A. Gliesman, New York City.....   | Rambler         | 1 1/2    | G. & J.  | Corbin | 110    | 165             | 2:18            | 9:00                     | 9:30                             | 6:49                 |                                     |
| S. J. Chubbuch, Toledo.....          | Yale-California | 2        | *G. & J. | Corbin | 110    | 150             | 11:30           | 4:48                     | 8:51                             |                      |                                     |
| J. J. O'Connor, Hartford.....        | Columbia        | 2 1/4    | G. & J.  | Pope   | 135    | 150             | 11:20           | 5:56                     | 9:54                             |                      |                                     |
| F. W. Tuttle, Hartford.....          | Columbia        | 2 1/4    | G. & J.  | Pope   | 135    | 145             | 10:46           | 4:45                     | 10:40                            |                      |                                     |
| J. J. McNevin, New York City.....    | Rambler         | 1 1/2    | G. & J.  | Corbin | 110    | 130             | 10:46           | 4:40                     |                                  |                      |                                     |
| G. A. Breeze, Newark.....            | Tourist         | 2 1/2    | Fisk     | Corbin | —      | 150             | 10:55           | 8:38                     |                                  |                      |                                     |
| E. W. Goodwin, New York City.....    | Indian          | 1 1/2    | G. & J.  | Corbin | 98     | 160             |                 |                          |                                  |                      |                                     |
| J. M. O'Malley, Hartford.....        | Tribune         | 2 1/4    | G. & J.  | Pope   | 135    | 165             |                 |                          |                                  |                      |                                     |
| William Simonson, Mineola, N. Y..... | Armac           | 3        | G. & J.  | Thor   | 108    | 165             |                 |                          |                                  |                      |                                     |

\*Goodrich.

closed, utterly worn out. He did not start the next day. White, the lone Light representative, started from New York nearly a half hour late, but caught the rear guard before Peekskill, 39.4 miles, was reached. He was the rollicking, don't-care spirit of the run. He seemed to care little whether school kept or not. He stood the gruelling rides in splendid shape, but toward the end of the week developed a protesting streak.

The arrangements for conducting the contest were admirable. At Poughkeepsie, where the control was in charge of H. E. Wymans, one of the livest men in this section, everything passed off perfectly, as was also the case at Albany, where R. H. Robe was in charge. He had a complete staff of assistants, each with a chosen duty, which was well performed.

The one lapse occurred at the Weehawken control on Sunday night. The route slips furnished contestants plainly stated that the control was at the foot of the hill and at the ferry office. Instead, the flag was displayed and the officials stationed themselves at the top of the hill. As a result Buffum miscalculated and reached the control two minutes ahead of his schedule.

who had trouble on the first day, gave the necessary twenty-four hours' notice that he would enter for the second series and was allowed to start.

The fuel economy test on Monday was even more of a feature than its most enthusiastic advocates had anticipated. Designed to demonstrate the economy of the little machine, it brought out its economical side in a fashion so marvellous as to stagger belief. The winner, Edward Buffum, of Boston, on a Yale-California, rode 55.3-10 miles on a consumption of one quart of gasoline before his motor gave its last gasp and brought him to a stop. As a quart of gasoline at retail costs but five cents, th's figures out less than one mill per mile. Nothing approaching this was ever thought possible or anticipated. It is a tremendous advance not only over anything that has been accomplished, but also over anything that was expected. After the contest was over Buffum, in confidence, stated that in a private test he had ridden fifty-four miles on the same quantity of gasoline.

The test was both thorough and exact. The carburetters were not only emptied, but blown through to see that no gasoline re-

fum, however, far exceeded the distance that it was supposed possible to cover, and as he went lap after lap without materially slackening in pace, it began to be questioned whether he would ever stop.

The plan of organization was as follows: Three pacemakers were provided, viz., J. F. McLaughlin, M. E. Toepel and John E. Oest. Their duties were to stop at each turning point and check the contestant. At given distances were stationed two umpires, E. W. Wyatt and C. L. Simms. Behind them was H. A. Gliesman, who carried gasoline to give to the contestants after they had stopped, to bring them home again. Behind Gliesman was the referee, R. G. Betts, who watched the men as they stopped and took their distance by means of the cyclometers that had been attached to their machines.

Of course, expert manipulation had much to do with the result. The contestants coasted down all hills, and wherever possible on the level. They saved fuel wherever possible, varying the mixture to suit each changing condition. Buffum, for example, rode the last six miles on pure vapor. The special carburetter used on the Yale-California, in which the gasoline is fed through a wick,



aided him greatly in the last stages of his ride.

The accompanying table shows the work of each contestant. The three men whose names are starred finished in the positions given them, but owing to a misunderstanding the exact distance they rode was not taken. Zeigler cut the course and was disqualified. Banta rode with a cracked spark-plug, when he might, under the rules, have replaced it with a sound one without penalization. The table follows:

| Rider.                | Machine.        | H. P. | Distance travelled (miles). |
|-----------------------|-----------------|-------|-----------------------------|
| Edward Buffum.....    | Yale-California | 2     | 55.3                        |
| George N. Holden..... | Indian          | 1½    | 49.4                        |
| W. H. Latham.....     | Yale-California | 2     | 44.4                        |
| George M. Hendee..... | Indian          | 1½    | 42.1                        |
| Oscar Hedstrom.....   | Indian          | 1½    | 40.0                        |
| James White.....      | Light           | 1½    | *—                          |
| Fred C. Hoyt.....     | Indian          | 1½    | *—                          |
| F. A. Baker.....      | Indian          | 1½    | 32.3                        |
| N. P. Bernard.....    | Columbia        | 2½    | 30.4                        |
| H. Y. Bedell.....     | Indian          | 1½    | *—                          |
| George B. Pieper..... | Indian          | 1½    | 27.8                        |
| J. M. O'Malley.....   | Tribune         | 2½    | 25.1                        |
| E. M. Coates.....     | Columbia        | 2½    | 21.9½                       |
| G. H. Curtiss.....    | Hercules        | 2½    | 21.9                        |
| A. J. Banta.....      | Rambler         | 1½    | 18.3                        |
| Walter Zeigler.....   | Columbia        | 2½    | †20.5                       |
| H. A. Gliesman.....   | Rambler         | 1½    | 13.1                        |

\*Not taken. †Cut course; penalized one position.

After all others had petered out and Buffum had been left alone in his glory and was running along accompanied only by officials, and his friend and ex-team mate, S. J. Chubbuch, a wagon crowded Chubbuch into Buffum. Chubbuch fell, while his still operating machine was caught by the pedal of Buffum's machine and dragged nearly a block before Buffum's pedal was torn from its crank. By good work, Buffum managed not to fall and he finished with one foot dangling in the air.

Buffum's time for the 55.3 miles was about 3 hours and 35 minutes, a fair touring pace.

The ride was within the city limits and the law had to be observed.

#### STARTING, CLIMBING AND SLOW-SPEED CONTESTS.

On Tuesday, the fourth day, the starting and slow speed contests were first held on Dyckman street, New York, in the morning, and the climbing contest up the hill from Dyckman street to Fort George. The timing on the hill had to be done by wigwagging on this occasion, so only the first 1,900 feet of the hill was used, which is the hardest portion, being entirely over granite blocks with a constant rise of 10 per cent.

It was on the morning of this day that the one serious mishap occurred. Buffum, whose performance in the economy test was the surprise of the whole six days of contest, and which performance was regarded as one giving to the belt machines a new lease of life, was the victim. It was on Fifty-ninth street, New York, right near the house of the New York Motorcycle Club, which was the headquarters and starting point of the contestants. Buffum was about to go to a store to get some necessary article when an automobile which was being driven into a garage, swung wildly and ran into the motorcyclist. The handle bar of Buffum's bicycle was driven entirely through his knee, shattering the knee pan. He was removed to the Roosevelt Hospital, where

he will be confined for six or eight weeks.

In the starting trial the men mounted their machines and were supported until the word "go" was given, when they began to pedal to start the motor. The time was taken from the signal to the first explosion of the motor. Each man had two trials and the average of their times determined their standing. A limit of thirty seconds was placed on the time of getting an explosion and those who could not do it in that time were penalized twenty-five points. Following was the result of this contest:



ARRIVAL AT WEEHAWKEN FROM ALBANY, JULY 3.

|                        | First trial. | Second trial. | Average.  |
|------------------------|--------------|---------------|-----------|
| Frederick C. Hoyt..... | 0:02½        | 0:02½         | 0:02 3-10 |
| H. A. Gliesman.....    | 0:02½        | 0:02          | 0:02 4-10 |
| G. M. Hendee.....      | 0:02½        | 0:03½         | 0:02 8-10 |
| George Holden.....     | 0:03½        | 0:02½         | 0:02 9-10 |
| W. H. Latham.....      | 0:03½        | 0:03          | 0:03 2-10 |
| F. A. Baker.....       | 0:03½        | 0:03½         | 0:03 3-10 |
| H. Y. Bedell.....      | 0:04½        | 0:02½         | 0:03 4-10 |
| Oscar Hedstrom.....    | 0:04½        | 0:02½         | 0:03 6-10 |
| G. H. Curtiss.....     | 0:04½        | 0:03½         | 0:03 9-10 |
| George Pieper.....     | 0:05½        | 0:02½         | 0:04 1-10 |
| J. M. O'Malley.....    | 0:03½        | 0:06          | 0:04 7-10 |
| E. M. Coates.....      | 0:08½        | 0:07          | 0:07 8-10 |
| N. P. Bernard.....     | 0:08         | 0:14½         | 0:11 3-10 |
| A. J. Banta.....       | Over         | 0:02          | —         |
| Walter Zeigler.....    | 0:03½        | Over          | —         |
| James White.....       | 0:03½        | Over          | —         |

The slow speed contest was over a measured stretch of 110 yards (one-sixteenth of a mile) on Dyckman street, and the requirement was to run as slowly as possible over it without letting the motor stop. The one talking the longest time was the winner. Only one trial was allowed. Following are the results:

H. A. Gliesman, 49 2-5 seconds; A. J. Banta, 48 4-5; Fred C. Hoyt, 45; H. Y. Bedell, 44 4-5; W. H. Latham, 43; Oscar Hedstrom, 42; George Holden, 41 2-5; George Hendee, 38 2-5; F. A. Baker, 35; George Pieper, 34 2-5; James White, 32 2-5; W. Zeigler, 31 2-5; N. P. Bernard, 31 2-5; E. M. Coates, 28 2-5; J. M. O'Malley, 26 3-5.

G. H. Curtiss tried to run so slowly that his motor stopped, which put him out of the reckoning and cost him points.

In the hill climbing contest there was a

surprise for all, and for Hendee and Banta in particular. This pair of heavyweights had been bemoaning on every previous day that they must surely lose points when it came to the climbing contest because they had no hope of their machines carrying so much avoirdupois up such a grade. Yet when the time came they both went up "as slick as grease," and at the top they shook hands and offered to treat the crowd.

In this contest the men were allowed a second trial because the object was to show that, barring accidents, the machines really

could get up the hill. Curtiss was the only one who failed in two trials. White was the first man up, but his time was not taken. For some reason he declined a second trial, preferring to take the penalization of 25 points for failing to climb the hill. Following is the score of times made:

Oscar Hedstrom, 1 minute 32-5 seconds; J. M. O'Malley, 1 minute 74-5 seconds; H. Y. Bedell, 1 minute 102-5 seconds; E. M. Coates, 1 minute 104-5 seconds; H. A. Gliesman, 1 minute 112-5 seconds; Fred Hoyt, 1 minute 12 seconds; George N. Holden, 1 minute 131-5 seconds; A. J. Banta, 1 minute 15 seconds; G. M. Hendee, 1 minute 25 seconds; N. P. Bernard, 1 minute 302-5 seconds; Walter Zeigler, 1 minute 35 seconds. James White, George Pieper, W. H. Latham and F. A. Baker were penalized 25 points each for pedalling while on the hill, and Gliesman was penalized 5 points for stopping on his first trial.

#### THE RUN TO CAMBRIDGE.

It was 5:30 o'clock on Wednesday morning, July 6, that the start was made for Cambridge, the control station being at Trenton and the night stop at Wilmington, Del.

Wilmington, Del., July 6.—To-day the

(Continued on page 466.)



## ROWS AT VAILSBURG

### Meet on the Fourth is Enlivened by Fierce Set-tos Between Rival Cracks.

Some of the bad judging which has come to be quite the expected thing there, two fist fights and a balloon race that did not come off were the features of last Monday's Fourth of July meet at the Vailsburg track. The third N. C. A. circuit championship of the season was run, and Kramer won it without any trouble, giving him a total of 15 points to 7 for Menus Bedell, his nearest competitor. Seven started in the first heat, which was won by Cadwell, with Tom Butler second. The second heat was won by Kastendieck, who jumped out to win the lap prize for the first lap and gained such a lead that he was not caught. McFarland won the sprint for second from Root by a foot and a half, but the judges announced that the pair had ridden a dead heat. Root rode in the semi-final, as McFarland refused to race off the alleged tie. The third heat was won by John Bedell from Krebs after Galvin, Blizzard and Fenn fell in the first lap. Galvin had tried to swing Blizzard up the track to keep him from winning the lap prize, and the brazing of Galvin's handle bar had loosened, so that he lost control of his machine. Galvin tumbled first, Fenn and Blizzard falling over him. While Galvin was sitting on the edge of the track waiting for some one to loosen the straps which held his feet to his pedals, Blizzard ran to him and struck him in the face twice. When Galvin stood on his feet Blizzard was waiting for him and attacked him again. The spectators formed a ring around the pair, and Galvin was giving Blizzard a good trouncing when the police interfered. Blizzard was arrested, but allowed to go the next day by the Vailsburg authorities. The pair were suspended for the rest of the day by Referee Batchelder.

Only four men started in the fourth heat, which was won by Kramer from Menus Bedell. Cadwell, Kastendieck, Tom Butler and Root rode in the first semi-final, Root winning from Cadwell by a length. Kramer, Krebs and the Bedell brothers rode in the other semi-final. When the Bedells came out to mount their wheels they were greeted by jeering calls of "Here come the sleigh-riding brothers." Kramer won as he pleased, with Menus Bedell second. Cadwell and Root were teamed for the final, and Kramer let them take the lead, with Cadwell pacing. Menus Bedell secured Kramer's rear wheel and never made the slightest attempt to better his position. At the eighth pole on the last lap Kramer started his sprint. Root rode around Cadwell at the beginning of the homestretch, but Kramer paced Bedell into second place, a length and a half ahead of Root. Kramer only defeated Bedell by a length, but he finished the race with his rear tire punctured.

The mile consolation was run after the handicap, and eleven riders started. Rossini won the first lap prize, and Scheps the other two. Scheps, Fenn and Hadfield led on the back stretch, where McFarland and Krebs tried to take the lead. Fenn took the lead at the eighth pole, and though the Californian tried to outsprint him Fenn won by a length. When McFarland was about to walk into the training quarters after the race, Hadfield punched him in the face without any warning. Then a spectator, Emil Isenberg, of Newark, leaned out of a box and kicked Hadfield in the face. McFarland and Hadfield were separated, and Isenberg was arrested. He was fined \$10 and costs by the Vailsburg authorities after a short trial when the races were over.

Hurley took the pole at the start of the quarter-mile open amateur, and was never headed. Zanes rode in the final, though Dove had defeated him by two feet in a heat. Zanes tried to get the lead on the backstretch, but was not fast enough. Hurley won by a length from Billington. Downing was third, hemmed in on the pole, and two feet behind Billington. Lee got off badly, and did not figure in the last sprint. Hurley, Lee and Downing all qualified from scratch in the mile handicap, but could not catch the long markers in the final. Rupprecht, of the Bay View Wheelmen (40 yards handicap), won the race from Ashurst by four lengths.

#### Summaries:

Half-mile novice—Won by Frank F. Morris, Newark; Harry Embelton, Westfield, second; James Brennan, Newark, third. Time, 1:08 2-5.

Quarter-mile open, amateur—Won by M. L. Hurley, N. Y. A. C.; Teddy Billington, National A. C. Vailsburg second; Burton Downing, Garden City W., San Jose, Cal., third; C. A. Sherwood, Pellet team, New York, fourth. Time, 0:32 1-5.

One-mile handicap, amateur—Won by Edward Rupprecht, Bay View W., Newark (40 yards); Alfred Ashurst, Newark (60 yards), second; C. G. Embelton, Westfield (60 yards), third; M. T. Dove, New York (80 yards), fourth. Time, 2:01 4-5.

Half-mile N. C. A. circuit championship—Won by Frank L. Kramer, Pierce team; Menus Bedell, Reading Standard team, second; E. F. Root, Columbia team, third; Frank J. Cadwell, Rambler team, fourth. Time, 1:03.

Five-mile handicap, professional—Won by John Bedell, Reading Standard team (50 yards); Joseph Fogler, Tribune team (200 yards), second; J. P. Jacobson, Rambler team (250 yards), third; Oliver Dorlon, Columbia team (200 yards), fourth. Time, 10:45 3-5. Lap prize winners: Jacobson, 7; Bardgett, 4; Dorlon, 2; John Bedell, 2; Guery, 2; John Coburn, 2.

One-mile scratch consolation, professional—Won by W. S. Fenn, Pierce team; Floyd A. McFarland, Tribune team, second; Floyd Krebs, Tribune team, third. Time, 2:04 1-5. Lap prize winners, Scheps, 2; Rossini, 1.

## McFARLAND WHIPS HADFIELD

### Rival Racers Strip to the Buff and Fight with Bare Fists at Manhattan Beach.

The bad blood engendered at the Vailsburg track on the Fourth of July came out in the training quarters at Manhattan Beach on Wednesday, July 6, when before a handful of spectators, Floyd A. McFarland and Charles Hadfield fought three and a half rounds with bare knuckles to a finish. The men were stripped to the buff, and the powerful blows delivered showed plainly.

The fight, though quickly arranged, was no rough and tumble affair. It was the outcome of the row at Vailsburg, and was a bitter contest for blood.

McFarland had the better of the encounter, but Hadfield put up a plucky and determined struggle and did not give in until compelled to do so by exhausted nature.

The mix-up on Monday, which was the beginning of the trouble, is told about elsewhere in this issue.

The other cyclists and handlers at Manhattan Beach had been aware that a storm was brewing, and were not surprised when McFarland walked up to Hadfield and said: "I'm going to lick you."

"All right," replied Hadfield. "Let us have it out fair and square."

Arrangements were at once made for the combat. It was agreed that the rounds should be three minutes each, with one minute rest. The men were to break after clinching. Dady Voight, brother of Fred Voight, the cycling promoter, was selected as referee. O. W. Dorlon, father of Oliver Dorlon, the six-day cyclist, was timekeeper.

Willie Boles and Dave, McFarland's two handlers, were in McFarland's corner, while Stevens looked after the interests of Hadfield.

The men stripped to fighting attire. They were as well trained as any two pugilists that ever entered the ring. McFarland was taller than his opponent, but each weighs about 170 pounds. The battle ground was in the training quarters, with plenty of space for manœuvering.

McFarland danced nimbly around Hadfield. He feinted several times for the head, and finally landed a terrific smash on Hadfield's left eye. The blow was a hard one, and "Mac" hopped with glee. "Better take a few lessons in boxing," he said to Hadfield.

McFarland kept on leading for the head and landing on the body. In a few seconds he sent in a smasher. Hadfield reeled and grabbed the benches for support. He went to his knees, but arose before the count of ten. He was groggy and staggering, and the next blow, which McFarland delivered on the solar plexus, finished him. "I'm through," murmured Hadfield, as he quit, a thoroughly beaten man.

Hadfield showed the effects of the fight in a swollen nose, discolored eye and badly bruised ribs. One of his ribs was broken.



## PROS ATTRACT THE PEOPLE

**Attendance at Manhattan Beach a Decided Improvement—Kramer Wins.**

Frank L. Kramer won the two-mile N. C. A. circuit championship race, which was run at the Manhattan Beach track last Sunday in the presence of the largest crowd that has witnessed any of the races at the "swept by ocean breezes" track this year. Twenty-six riders started in the contest, which was run in one heat. The field was lined up in four rows, and \$10 was offered for the leader at the end of each of the five laps before the final one.

Walter Bardgett, who started in the second line, won the first lap prize and Fogler the second. He gained a lead of 30 yards, and also won the lap prize at the end of the first mile, after which he sat up. Fenn and Kramer went after Fogler and passed him just after he won his second lap prize. Fenn led until near the tape in the first lap of the second mile, when Schreiber sprinted past him and won the lap prize. Fenn won the lap prize for the bell lap, being followed by Kramer, John Bedell, McFarland, Menus Bedell and Cadwell in the order named. Rounding the last turn, McFarland tried to get Kramer's rear wheel, but John Bedell refused to give way to the Californian. The latter fell back in the race to the tape and did not finish among the prize winners. Kramer took the lead at the beginning of the stretch, Fenn sitting up and coasting over the line. Kramer won from John Bedell by a length and a half, Menus Bedell being the same distance behind his brother. Cadwell finished close to the younger Bedell, defeating Root for fourth place by two lengths.

The two-thirds of a mile consolation had fourteen starters, made up of riders who had failed to win place or lap prizes in the championship event. McFarland and Scheps did not start, though they were eligible. Glasson led at the bell, followed by Mario Rossini, the Italian, and Root. Krebs jumped on the back stretch and gained ten lengths on the field before any of the others started after him. Root gained on the "Flying Dutchman" rapidly in the last sixth of a mile, passing him ten yards from the tape and winning by two lengths. Dorlon was a close third.

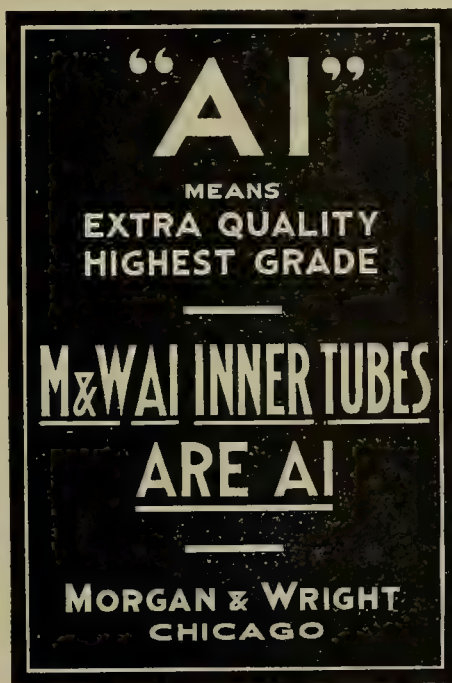
The five-mile handicap had twenty-six starters and the dollar lap prizes kept the long markers moving. McFarland and Kramer were the scratch men, and they soon caught Fenn and John Bedell, who had 50 yards each. At the end of the second mile, the Californian and Fenn each paced for half a lap, but John Bedell refused to take his turn. The back markers loafed for a lap or two when McFarland went to the front and paced for two laps. He pulled the back mark men at a fast pace, and the field bunched at three miles when McFarland

gave up the race. Sixteen riders were left at the beginning of the last mile, but the number was quickly cut down to thirteen through a fall in which Hadfield, Cadwell and Root went down in front of the grandstand. Fenn won the lap prize for the bell lap, Kramer being behind him, followed by the Bedells and Tom Butler. Fenn sat up on the last turn, and Kramer entered the straight in the lead. The champion won by a length, John Bedell, Menus Bedell and Tom Butler being strung out in single file behind him.

Summaries:

One-third mile, novice—Won by A. Simmons, Brooklyn; Nat Osgood, Brooklyn, second; A. Demarest, Brooklyn, third. Time, 0:43 1-5.

Half-mile open, amateur—Won by J. H.



NEW YORK BRANCH 214-216 WEST 47TH ST.

Bennett, Brooklyn; H. F. Earl, Brooklyn, second; Alfred Ashurst, Newark, third; Everett Ott, New York, fourth. Time, 1:16 2-5.

One-mile handicap, amateur—Won by H. F. Earl, Brooklyn (100 yards); J. M. Buchanan, Keystone A. C. (120 yards), second; F. T. Warner, Brooklyn (100 yards), third; Gus Perden, Brooklyn (80 yards) fourth. Time, 2:07 4-5.

Two-mile N. C. A. circuit championship—Won by Frank L. Kramer, Pierce team; John Bedell, Reading Standard team, second; Menus Bedell, Reading Standard team, third; Frank J. Cadwell, Rambler team, fourth. Time, 4:09 2-5. Lap prize winners: Fogler, 2; Bardgett, 1; Schreiber, 1; Fenn, 1.

Two-thirds mile consolation, professional—Won by E. F. Root, Columbia team; Floyd Krebs, Tribune team, second; Oliver Dorlon, Columbia team, third. Time, 2:07 4-5.

Five mile handicap, professional—Won by Frank L. Kramer, Pierce team (scratch); John Bedell, Reading Standard team (50 yards), second; Menus Bedell, Reading Standard team (100 yards), third; Tom Butler, Boston (300 yards), fourth. Time, 11:06 3-5. Lap prize winners: Bardgett, 3; Fenn, 2; Glasson, 2; Galvin, 1; G. I. Kremer, 1; Kastendieck, 1; Rossini, 1; Tom Butler, 1; Fogler, 1; Blizzard, 1.

## AMATEURS FAIL TO DRAW

**Pures Race Before Small Crowd at Vailsburg—Downing Ties Champion Hurley.**

As all of the professionals were at Manhattan Beach, the card at Vailsburg last Sunday was made up entirely of amateur events and less than a thousand spectators witnessed the races. The big event was a twenty mile open, in which the fifty-eight starters were lined up in seven divisions and sent away five seconds apart. The three special lap prizes were won by Chappey, 24 laps; Oscar Goerke, 12 laps, and Rockowitz, 10 laps. Schwab won the race from Downing by less than six inches. Both were pocketed at the bell, but Schwab got out first.

Hurley and Downing were tied for first with ten points each after the third heat of the four-cornered match race in which Zanes and Lee also started. Lee looked a winner of the first heat, when a broken chain caused him to finish last. Lee, Downing and Hurley each won a heat. Hurley was the better jockey and defeated Downing in the extra heat by half a length.

Summaries:

Half-mile novice—Won by W. Goerke, National A. C., Brooklyn; Julius Eisele, Newark, second; Paul Volpe, Roy W., New York, third. Time, 1:13 2-5.

One-mile handicap, amateur—Won by David Mackay, Newark (20 yards); Teddy Billington, National A. C., Vailsburg (scratch), second; C. M. Coyle, Newark (100 yards), third; A. C. Spain, Bloomfield (100 yards), fourth. Time, 2:09.

Twenty-mile open, amateur—Won by Oscar Schwab, Roy W., New York (5 seconds); Burton Downing, Garden City W., San Jose, Cal. (scratch), second; Charles Frank, Newark (5 seconds), third; Oscar Goerke, National A. C., Brooklyn (5 seconds), fourth; Joseph Witting, Newark (5 seconds), fifth. Time, 49:35 2-5. Lap prize winners, first, Henry Chappey, Bay View Wheelmen, Newark; second, Oscar Goerke; third Joseph Rockowitz, New York.

Four-cornered amateur match race between Marcus L. Hurley, N. Y. A. C.; William R. Lee, New York; Burton Downing, Garden City W., San Jose, Cal., and James Zanes, Newark. First heat—Won by Hurley; Zanes, second; Downing, third; Lee, fourth. Time, 1:37. Second heat—Won by Lee; Downing, second; Hurley, third; Zanes, fourth. Time, 1:39 2-5. Third heat—Won by Downing; Hurley, second; Lee, third; Zanes, fourth. Time, 1:39 3-5. Extra heat to decide tie—Won by Hurley; Downing, second. Time, 1:52.

The "League Day" celebration of the Massachusetts Division of the L. A. W., which was scheduled for June 29, at Boston, was postponed until July 23, owing to a heavy storm.



## GREATEST OF ALL MOTORCYCLE EVENTS.

(Continued from page 463.)

route led through Paradise. After the racking New York-Albany trip the magnificent macadam of New Jersey restored—as it was necessary to restore—the vitality and spirits of the men. They made the most of it, and but for the puncture fiend the 151 miles from New York to Wilmington would have been an unalloyed pleasure jaunt and without incident. As it was, Banta will never forget his day's experience, while Bernard, with three punctures; Latham, with two, and Hedstrom, with one, realized the meaning of trouble. Banta's ride was a succession of tire repairs. He punctured early in the day and soon after a sharp stone punched a hole in his outer cover; three times his inner tube blew through the hole, and nine times in all the plucky but unlucky Rambler man, who also lost his muffler, was forced to stop and patch as best he might. He also lost the road twice, and as a result of his hard work and his efforts to regain time, coupled with his awful earnestness, amounting almost to overanxiety, he was almost all in when he finally reached here. The good roads of Jersey also developed the only quitter of the contest—H. Y. Bedell, of Hackensack. The yellow in him first came to the surface on Tuesday, when he actually suggested to the referee that disqualification would be welcome. To-day he alleged a pain in the back and showed an inclination to hold back of his fellow Indians. At Trenton he was urged on rather sharply by Rear Guard Hedstrom, and at the next opportunity sneaked away, turned tail and fled in the opposite direction. The Bicycling World man met him heading for home at Hightstown. He did not then complain of backache, but unblushingly and in oath punctuated language related how he had slunk away. His was one of the rankest cases of quitting on record, and if Bedell is possessed of even a latent sense of propriety he will not for a long time show his face where motorcyclists congregate.

The checking at Philadelphia was badly bungled, the checkers stationing themselves at a point far removed from the Camden ferry and requiring the contestants to hunt for them.

Of the sixteen men who started from New York fourteen reached Wilmington, viz., White, Ziegler, Hendee, Bernard, Coates, Hoyt, Banta, Baker, Holden, Hedstrom, Latham, Gliesman, O'Malley and Curtiss. The last two are riding only in the second series, as was Bedell. B. F. McDaniels, of Wilmington, also started in that series, but as an irregular. He did not compete in the events of Monday and Tuesday as the rules require. He failed to reach here. Chubbuch, the Yale rider, who fell out on the run down from Albany, is accompanying his team mate, Latham, over the course, and he arrived here in good shape.

At Trenton a policeman made a careful

inspection of the bicycles to see that all were properly tagged with the license number of the State. R. G. B.

Cambridge, Md., July 7.—The endurance contest is over but it never can be nor will be forgotten by those concerned with it. Probably never in the history of wheeled vehicles was there anything like it. Of twenty-one one men that entered the complete series twelve survived, O'Malley being the only one in the second series pulling through.

It is practically certain that the diamond medal has been won by either Holden or Hedstrom, but until the checking sheets have returned, the times verified and the per cent reckoned, no official announcement will be made.

It requires no official announcement, however, to fix in the minds of the participants the full meaning of the term "endurance contest." Their skill and endurance were tested as never before. It was supposed that after the Albany-New York route nothing more difficult or trying was possible. To-day put all suppositions to rout and made the ride to Albany, N. Y., and back, seem almost a pleasure jaunt by comparison. It is hard to find words fitly to describe the conditions, but coming from the perfect macadam of New Jersey to the hot, shifting sands of Delaware the transition was as from heaven to hell; and the hellish simile was intensified by the heat of the day and a hot wind from the rear.

It would take a book to relate one-half the incidents of the day that are being described by the contestants to-night. For more than fifty miles they simply charged at and floundered in the sand. At best their wheels performed all manner of fancy dance movements; they slipped and slid sideways, downward, upwards, and every old way. If the man was lucky he kept his seat. If unlucky and yet lucky he landed in the sand right side up and found a spot of solid earth and remounted. If he was just plain unlucky he and his machine landed in a ditch, or a field, or somewhere else off the so-called road, or he landed in the ditch and his motor-bicycle remained standing upright in the sand. This happened several times during the day, and if the men had continued on the road most of them would probably still be working their passage. As it was they sought the railroad road bed and managed to get through. The sand is so deep in places that at one point, so one story relates, an automobile became stuck and horses were unable to budge it; it was finally released by taking it apart and removing it in pieces.

From Wilmington to Dover the road is fair and the sand is intermittent, and occasionally side paths relieve the agony. There are also some miles of shell road near Seaford, and again near Cambridge; all else is sand, deep sand and deeper sand, with no side paths to offer relief. Some of the men actually rode in the fields so vile were the roads, which are a disgrace to Delaware and to civilization. Hedstrom states he would rather have the pounding of two round trips from

New York to Albany than to make one trip from Dover to Cambridge, and there is general agreement on the point. Bernard and several others say they are competent to ride fence rails if need be.

Despite the terrible conditions three men, Holden, Hedstrom and Hoyt, actually maintained their 15-mile-an-hour schedules and reached here on the dot, Hoyt at 1:31 p. m., the others one minute later. However they did it surpasses understanding and is little short of miraculous. Nine others arrived from eleven minutes to two hours and sixteen minutes outside the 15 mile pace, but away inside the 10 mile slow schedule. They came in this order: Banta, Hendee, Baker, Gliesman, O'Malley, Zeigler, Bernard, Coates, White. Only Curtiss and Latham fell out. Punctures and broken handle bars delayed the latter, and he, with his companion, were caught in a fierce storm which broke about four o'clock. They were almost drowned, and after floundering in sand and mud for more than two hours their strength gave out and they took the train at Federalsburg, almost in sight of the goal which they had striven so manfully to reach. Curtiss, who had turned loose without regard to schedule and was trying to reach Cambridge first, had a fall while leaving Smyrna and smashed his pulley rim. Bent and broken pedals were so general as to seem trifles. Zeigler broke off one side of his handle bar and finished with a stick of wood as a substitute. Gliesman broke his lever control, and Hedstrom his grip control and were compelled to depend on their switches, a ticklish task in the sand. Punctures were numerous. Baker, White, Zeigler, Hendee and Gliesman were the chief sufferers. Hendee and Gliesman had three apiece, and yet finished well up. All of Delaware and this part of Maryland was thoroughly aroused by the contest and was talking about and awaiting it.

While the talk is nearly all about the sand charge of the endurance contest brigade, a performance that is if anything more remarkable, is that of M. E. Toepel, the one-armed president of the New York Motorcycle Club. Toepel, with R. H. Nickerson, treasurer of the same club, toured from New York to attend the Federation meet, and reached here this afternoon. Despite his infirmity Toepel is a rare good rider, but how he rode where all save two others of fifteen tourists would not go staggers belief. Toepel himself is modest about it, and seems to regret only the undue number of falls he sustained. He was unhurt, however, and broke only one pedal. Nickerson says in many places he would ride ahead and his wheel leave a narrow track, in which Toepel was wont to guide his machine and thus made progress. The third tourist to pluckily push through was Dr. S. D. Bashore, a short, stout, good natured, wideawake physician of Palmyra, N. J. These three men rode on Indians.

R. G. B.

|                       | Arrived at<br>Trenton. | Arrived at<br>Wilmington. | Order of<br>arrival at<br>Cambridge. |
|-----------------------|------------------------|---------------------------|--------------------------------------|
| George M. Hendee..... | 10:49                  | 3:37                      | Holden                               |
| Oscar Hedstrom.....   | 10:49                  | 3:39                      | Hedstrom                             |
| G. H. Curtiss.....    | 11:01                  | 3:39                      | Hoyt                                 |
| Fred C. Hoyt.....     | 10:45                  | 3:41                      | Banta                                |
| F. A. Baker.....      | 10:49                  | 3:42                      | Hendee                               |
| George N. Holden..... | 10:51                  | 3:42                      | Baker                                |
| H. A. Gliesman.....   | 11:01                  | 3:44                      | Gliesman                             |
| J. M. O'Malley.....   | 11:02                  | 3:58                      | O'Malley                             |
| N. P. Bernard.....    | 11:01                  | 4:29                      | Zeigler                              |
| James White.....      | 11:02                  | 4:29                      | Bernard                              |
| S. J. Chubbuch.....   | 12:05                  | 6:00                      | Coates                               |
| W. H. Latham.....     | 12:05                  | 6:00                      | White                                |
| Walter Ziegler.....   | 11:48                  | 6:01                      | —                                    |
| E. M. Coates.....     | 11:48                  | 6:01                      | —                                    |
| A. J. Banta.....      | 1:59                   | 6:56                      | —                                    |
| H. Y. Bedell.....     | 11:01                  | —                         | —                                    |



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### Centurions Tour Through Jersey.

That members of the Century Road Club Association are not all for scorching was evidenced by a pleasure tour participated in by fourteen of them, including three women, over the Fourth of July holiday. The trip was from New York to Atlantic City and back.

The party left New York at 2 p. m. on July 2, under the captaincy of T. M. Jones, and took a train to Newark to avoid the twelve miles of vile riding from Jersey City there. From Newark the ride was to Philadelphia, where the tourists arrived at 7:40 p. m., and remained for the night. Sunday the sixty-mile ride from Camden to Atlantic City was taken, the arrival at the shore being at 1:30 p. m.

On the return trip the start was made from Atlantic City at 6:30 a. m. July 4, and the party rode to Riverton. There a boat was taken to Trenton, and then a train to New-York, in order to be home in season for business on Tuesday morning. The women in the party were Mrs. C. B. Rusch, Mrs. F. Eyre and Miss N. Golding.

### Many Starters in Naugatuck Races.

The annual five and nine mile road races at Naugatuck, Conn., on July 4 drew a large field of riders from Connecticut and New York State. The star attraction of the day was the nine mile road race, in which there were sixty entries. The names of the first eight and the order in which they finished follow: F. G. Purdy, of New York; P. Harty, of Waterbury; O. J. Steih, of Brooklyn; J. P. Reynolds, of Springdale, N. Y.; W. B. Glynn, of Naugatuck; L. B. MacDonald, of Stamford; W. Morrissey, of New Haven; Fred Happy, of Naugatuck. Oscar Goerke, of Brooklyn, N. Y., won the time prize, his time being 23 minutes 36 2-5 seconds.

The five leaders in the five mile race were: H. P. Daskam, of Springdale; R. W. Gorham, of Seymour; Frank Williams, of Stamford; W. B. Glynn, of Naugatuck; O. J. Steih, of Brooklyn, N. Y. In this race Williams won the time prize, doing the distance in 12 minutes 52 seconds.

### Bowler and Collett Bound East.

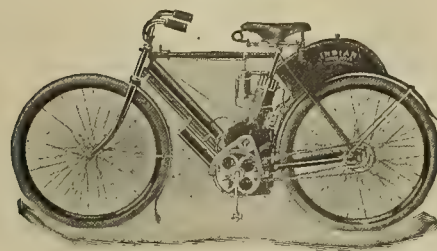
According to reports from Salt Lake City, James B. Bowler, of Chicago, will accompany George H. Collett, of New Haven, when the latter comes East to fulfil his contract as a member of the Pope company's Rambler team on the N. C. A. 1904 circuit. They will ride as team mates on the circuit. The report further states that E. F. Root, now a member of the Columbia team, intends to race at Salt Lake City, but this may be a mistake.

Out in Denver they have a young girl "cycling the aerial arch" at a nearby summer resort. The act, as performed at the Colorado city, is different from the one shown in Madison Square Garden last winter, as a wider incline is used and the girl and a man race down the steep track and make the flying leap through the air together.

## AGAIN

and as usual

## THE INDIAN WINS.



First an almost clean sweep in the New York hill climbing contest. Now a decisive victory in the

## BUFFALO 50 MILES ROAD RACE

on June 11th

which was won by A. S. Noonan, Rome, N. Y. on an Indian in

## 1 H., 11 M. 30 S.,

an average of 1:26 per mile.

## AND AGAIN

were the "Clamorous Claimants," the "just-as-goods," the road locomotives and the "baby elephants" conspicuous chiefly by their absence or by their defeat. Why?

If the Indian's performance does not speak for itself,

## ASK INDIAN RIDERS

At San Francisco June 5, Indians captured 5 out of 6 places.

## ARE YOU RIDING A WINNER?

## HENDEE MFG. CO., SPRINGFIELD, MASS.

Pacific Coast Representatives,  
**THE BRUNETTE COMPANY**  
461 Mission St., San Francisco, Cal.



### The Week's Patents.

762,932. Portable Pneumatic Motor. Reinhold A. Norling, Aurora, Ill., assignor to Aurora Automatic Machinery Company, Aurora, Ill., a Corporation of Illinois. Filed Sept. 21, 1903. Serial No. 173,950. (No model.)

Claim.—1. A portable pneumatic motor comprising a plurality of sets of power cylinders, arranged at an angle to each other, pistons in said cylinders, a crank shaft with which the said pistons are connected, the cylinders of each set being parallel with each other and having their central axes in a plane which is radial with respect to the axis of the crank shaft, valves for said cylinders embracing rotative valve plugs the central axes of which are parallel with the axis of the crank shaft and each of which is common to all of the cylinders of one set of cylinders, and operative connections between the crank shaft and said valve plugs for actuating the latter.

762,933. Throttle Valve for Portable Pneumatic Motors. Reinhold A. Norling, Aurora, Ill., assignor to Aurora Automatic Machinery Company, Aurora, Ill., a Corporation of Illinois. Filed Nov. 19, 1903. Serial No. 181,804. (No model.)

Claim.—1. The combination with a supply pipe, of a rotative throttle valve embracing an endwise facing valve seat provided with a port, a rotative valve disk which rests in contact with and is adapted to turn on said valve seat, and is also provided with a port; and a rotative tubular handle on the supply pipe which is connected with and adapted to give rotative movement to said valve disk, the ports in the valve seat and disk being arranged eccentrically to the axis of rotation of said disk.

762,934. Engine Valve. Reinhold A. Norling, Aurora, Ill., assignor to Aurora Automatic Machinery Company, Aurora, Ill., a Corporation of Illinois. Filed Dec. 7, 1903. Serial No. 184,080. (No model.)

Claim.—1. The combination with a casing provided with a valve chamber having admission and cylinder ports, of an oscillatory valve plug provided with a longitudinal exhaust passage, a radial exhaust port extending from said longitudinal passage to the surface of the plug, and a recess extending partially around the plug at the side of the same remote from the exhaust port in the plug and adapted to bring the admission port into communication with the said cylinder port, and means for actuating the plug embracing a rotative operating stud mounted in the casing in alignment with the axis of the valve plug and which is loosely connected with the valve plug by means adapted to transmit rotative movement of the stud to the plug while permitting lateral movement of the plug relatively to the stud.

763,190. Tricycle. Charles J. Madonna, New York, N. Y. Filed Nov. 14, 1903. Serial No. 181,225. (No model.)

Claim.—A tricycle comprising a body in the form of a running animal, constructed in two sections, the opposing faces of the sections being beveled in opposite directions, a stay bar extending through the rear section of the body, having its rear portion bifurcated and carried through the leg portions of the said rear section, an upright secured in the forward section of the body, a handle bar at the upper end of the said upright, extending beyond opposite sides of the body, a fork at the lower end of the upright, a single wheel journaled between the members of the said fork, pedal arms connected with the wheel, and blankets of a yielding

material covering the opening between the opposing faces of the body sections at the outer side portions of the said body sections, as set forth.

763,576. Wheel for cycles or other vehicles. Johan. E. Wahlstrom, Sundsvall, Sweden. Filed Feb. 17, 1904. Serial No. 194,020. (No model.)

Claim.—1. In a wheel for vehicles, in combination, the hub, the exterior ring or rings to which the spokes are connected, the knee levers and the springs in connection with the said knee levers, each of the knee levers comprising the links formed of sheet metal and respectively consisting of the crosspiece 15 and the side pieces 13 14 standing at right angles to the plane of the said crosspiece.

763,539. Pneumatic Tire Covering. George F. Brown, Hurstville, New South Wales, Australia. Filed November 25, 1902. Serial No. 132,797. (No model.)

Claim.—A reinforced covering to the air tubes of pneumatic tires, such reinforcement consisting in pasting two or more thin strips of textile fabric, one upon the other, within the covering, such thin strips having been previously prepared by coating and saturating them with a cement composed of animal glue, plaster of paris, powdered plumbago, red ochre and water, in the proportions and in the manner, approximately, as herein set forth.

### Why Kron Rides the Ordinary.

Karl Kron is still at work startling natives by riding in upon them on an "ordinary," like some wraith from the years ago. When last heard from he was in Ontario, Canada, as will be seen from the following, which appeared in a Belleville, Ont., paper on June 28:

"Riding one of the old style high bicycles, a tourist arrived from the East yesterday and registered at the Hotel Quinte as Karl Kron, Washington Square, N. Y. There was nothing peculiar about the gentleman more than that he rode what is now practically obsolete in the bicycle line. In conversation with Mr. Kron he proved to be a clever conversationalist and a rather modest man as to his wheeling exploits. Asked why he retained the steed of twenty years ago, he gave a very clever reason. He tours for the sake of fresh air and scenery, and that he may better view the scenery and be on a level above the hedges he uses the old timer, but he says when in a hurry at home he uses the regulation wheel. Mr. Kron has ridden many miles since 1879, and twenty years ago he toured through here. He has wheeled in England, Ireland and the Continent. He is now on his way to Toronto, and will leave his wheel there and return to New York, coming back to Canada in September to complete his tour for this year. He published a book, "A Gazetteer of American Roads in Many States," which is a compendium of matters relative to wheelmen, and describes many long rides. One chapter is devoted to Ontario. Mr. Kron leaves to-morrow, to continue his ride."

Five years' penal servitude is what a Dublin cycle thief received for stealing bicycles from outside the doors of stores in that city.

### Cycling as a Lung Expander.

"There are charms in cycling unknown to golf, polo, cricket, tennis and kindred pastimes," says John Wickliffe Gray. "Cycling makes an appeal to pride of accomplishment. To walk one mile on the pedals of a bicycle means to cover some six to nine miles of ground. Self-satisfaction beams from the face of the cyclist who has covered twenty miles with no more effort than leisurely stepping off two or three miles afoot.

"Neither tennis nor golf offer so large a return in mental and bodily stimulation for the same expenditure of energy. But few indeed are the expert tennis and golf players. With these some skill is a necessity. On the other hand, cycling requires little or none. The movement of muscles is regular, and, as in horseback riding, the entire body is stimulated, the blood gathers a natural speed in its circulation, and the steady and deep breathing so induced extends the lung capacity.

"Personally, I credit the bicycle with an unusually strong pair of lungs. I have ridden a wheel since early childhood, and now my lung expansion is almost abnormal, being five inches. My habits have been sedentary, and, bicycling being practically my only exercise, undoubtedly I owe to it my well-developed muscles and lung capacity. I also know of a number of cases where bicycling acted as an antidote to nicotine poisoning of the lungs. Incessant smokers, who inhale, are acquainted with that feeling, which can only be termed 'tobacco depression.' To the large majority, cycling is still the chief outlet for spring and summer restlessness, and the universal desire for rapid motion, mixed cleverly with the acquisition of health, and companionship with a setting of Nature's smiles, must transcend those pastimes in which there is less pleasure."

The Ramsey County Sidepath Commission, at St. Paul, Minn., has stopped work on cycle paths in the county. The money realized from the sale of cycle tags has been exhausted, and unless more tags are sold no further work on the paths can be done. The cycle tags have been sold at 50 cents each, and about 4,000 have been disposed of, yielding \$2,000, which has been expended.

### "PERFECT"



### OILER.

For High Grade Bicycles. The best and neatest Oiler in the market. **DOES NOT LEAK.** The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequalled. **Price 25 cents each.**

We make cheaper oilers, also.

Cushman & Denison Mfg. Co., 240-2 W. 23d St., N. Y.



# The Bicycling World

## AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, July 16, 1904.

No. 16

### BRITISH COLUMBIA REJOICES

#### Northwest Border Business Booming— Dealers Increase Forces to Meet Rush.

Vancouver, B. C., July 2.—Not for a number of years has there been such an improvement as, by general report, marks the present season in British Columbia. Trade has been excellent everywhere, and dealers are in high good humor over the marked increase in the volume of sales since the riding season opened. Present indications are that business will continue to be brisk throughout the summer, and perhaps even into the fall.

Here in Vancouver dealers have all been working overtime for weeks in order to keep pace with the extra large sales which have marked the opening of the cycling season. Not that there is any particular time here at which the riding season opens, for cycling continues nearly all the year round in this balmy climate, but the commencement of more settled weather is marked this year by activity almost equaling that of the palmy days of 1896-7.

William Ralph, one of the leading dealers, handles the Cleveland and Rambler bicycles as his leading lines. He reports an increased demand this spring the most noticeable feature of the trade being the large majority of high grade, cushion frame, coaster brake machines that are being sold.

W. J. Annan, proprietor of the East End Cyclery, is also highly gratified with the season's business. He handles the Massey-Harris line as well as a number of the leading American makes, and has had a particularly busy winter. Besides the usual run of winter work which continued remarkably brisk all season, he has sold many wheels to miners bound for the far north who will use the machines as a means of rapid transport over the ice trail into the Klondike capital. During the middle of the winter season one party of ten miners bound for the Klondike came to Annan to buy wheels for the trip. None of the party could ride, so Annan loaned them secondhand machines to learn to ride. In less than a week they became proficient, purchased specially equipped wheels and left for the north. The whole party of ten made the trip from White

Horse to Dawson—320 miles—in a little over five days with the thermometer ranging from 10 to 40 degrees below zero, and the only accident they had during the entire trip was a broken chain, which they were fortunately able to get repaired at a nearby roadside blacksmith shop. Annan makes a specialty of catering to this class of trade and furnishes wheels equipped with a specially heavy tire to withstand the extreme cold and the sharp particles of snow and ice encountered on the trail.

Jesse Williams, proprietor of Williams's Cyclery, is another one of the leading dealers of Vancouver who is confident that the undoubted revival in cycling which exists all over the coast is going to be permanent. He has had to increase his staff of repairmen in order to keep pace with the work. The sales for the last few weeks have been greater than during the same period for the last two years.

Without exception, every bicycle dealer in Vancouver is agreed on the fact that a demand exists for only the highest grade of wheels. Cyclists who have had old machines are discarding them and buying nothing but the best, while those who have fairly up-to-date machines are having them fitted with coaster brakes.

From Nanaimo, New Westminster and Kamloops, as well as other points in the interior of the province, comes a steady and increasing demand for bicycles. Despite the fact that it is a stock country where a saddle is more expensive than a horse, there is a decided increase in the number of wheels ridden in the vicinity of Kamloops. Around Nanaimo the prosperous miners are also investing largely in the silent steed, while with the formation of a bicycle club in New Westminster, which is to take place shortly, it is expected that the sales there will show a large improvement.

Trade at Victoria, the capital of British Columbia, also shows a decided improvement over that of last year. There is a greater demand for new wheels and it is a noticeable fact that only high grade machines are asked for.

Thomas Plimley and Peden Brothers are the leading dealers in Victoria. They report a general and steady increase in sales this year. Both these firms as well as all the smaller firms and repair shops have been busy all winter doing overhauling and small repairs, as well as replacing many fixed sprockets with coaster brakes.

There are several motor bicycles in Victoria which have been used with excellent satisfaction nearly all the year around. The inquiries about this class of machine has been quite brisk of late and a number of sales are expected shortly.

### MOTORCYCLES FOR POLICE

#### Department Plans to Mount a Squad of New York's "Finest" on Them.

A special squad of mounted police on motor bicycles is an immediate prospect for New York City.

The plan for a motorcycle squad in order that the men might be able to more easily catch speeding automobilists and runaway horses had been under consideration for some time. It has long been recognized that it was needed, and the men themselves have been anxious for it since the Bicycling World suggested it more than a year ago, but until recently nothing practical looking toward the establishment of such a force has been done.

Now the work of trying out different makes of motorcycles in order to make a selection is going on. Inspector Smith is the inspiring factor in the matter, and he has had several experienced motorcyclists before him in the hunt for information and various machines have been tried out by members of the department. Patrolman Ennis is now using one on a post in the upper part of the city, and the choice of the inspector will be made very soon.

It is probable that the innovation will begin with three patrolmen on the power cycles, and that others will be added to the squad when the money is obtainable for the machines. The only hitch to the immediate execution of the plan is the lack of funds at the disposal of the Police Department for the purpose, but it is not anticipated that there will be much trouble getting an appropriation.

#### Hammann not Parker.

Secretary A. M. Scheffey, of the National Cycle Trade Association, gives notice that the name of Harris Parker on the list of members of the classification committee, representing the Eagle Bicycle Company, was an error, and that the name of George E. Hammann, manager of the Eagle Bicycle Company, should be substituted for that of Mr. Parker.



LIGHTER WEIGHTS NECESSARY

If the Motor Bicycle is to be Successful—  
How they Can be Obtained.

It is pretty evident that the motor bicycle in its present form is not "catching on" as well as might be desired, and the motor-cycle trade are face to face with a problem as to its future, says English Cycling. It is clear that the modern machine, weighty and unwieldy as it is, fails to appeal to cyclists; they do not appear eager to invest, and there must be a reason for it.

We think, with our contemporary. The Motor, that the trade should seriously turn their attention to the production of a lighter form of a machine, and the way to do so is to set to work to see how lightness can be obtained without too great a sacrifice in efficiency.

The Motor has been experimenting in this direction, so that its opinion on the subject is worth noting and emphasizing. Our contemporary thinks that the first thing to do is to cut down the weight of the engine; the net weight of a 2 horsepower engine should be reduced to somewhere about twenty pounds. Given a lightweight engine, the necessity for an excessively heavy frame disappears. At present engines weigh anything between thirty-eight and sixty pounds. It is pointed out that the heavier the machine in proportion to the power the less efficient as a machine it becomes, and that the tendency to high powers and excessive weight is entirely contrary to good mechanical practice. Experiments have been made in the way of producing a lighter coil, with the result that instead of a coil scaling three pounds, our contemporary has succeeded in obtaining a really efficient one weighing one and one-quarter pounds! The average double set of accumulators weigh from eight to ten pounds; but by using a coil requiring the least possible amount of current the same mileage can be attained with a set of very much smaller accumulators weighing four pounds! Here we get a clear saving of from seven to eight pounds, and it is impossible to ignore this as a fact, because the thing has been put to the test and proved beyond doubt. The use of aluminum, which has been strangely ignored by the trade, will further considerably reduce the weight of such parts as the tank, carburetter, silencer, taps and mud guards, and the wholesale reduction of weight removes the need for heavy tires, so that a lighter and less expensive tire may be used.

It is suggested that a machine fitted with a 2 horsepower engine weighing only seventy pounds is a practical possibility if only the trade will set to work in earnest, and if this is so we at once arrive at a solution of the problem as to the future of the motor bicycle. Such a machine will at once appeal to the cyclist who at present stands aghast at the weight and clumsiness of the average motor bicycle. He wants an interme-

diate stage, and a machine of such a weight and power would undoubtedly attract his notice. It would not necessarily follow that the demand for the higher powered machine would fall off; many of those content with an introduction to motoring which the lighter form of mount would provide would in time would require something more powerful and speedy. But it is pretty clear that a light motor bicycle is needed to appeal to the tens of thousands of cyclists who are holding aloof from the motor bicycle in its present form. That these riders are interested in the subject is abundantly evidenced; they are watching and waiting for their chance, and we think the trade will be wise if they provide it in the form of a lightweight motor bicycle.

Two Taylors Sailed; Three Returned.

When the Taylor family left Worcester last fall for the long trip to Australia, it was made up of "the Major" and his wife, but when the family returned to Worcester last week, there were three members, as a little girl had arrived while they were in Sydney, Australia. The baby was named Sydney, after the city in which she was born.

Taylor had a successful trip, making \$2,500 clear of all the expenses of himself and family. He also brought with him gold medals for half-mile and mile championships. He has not decided whether he will race in this country or England this summer, but will return to Australia in the early fall. He does not like to travel without his wife, and now that she has a daughter to look after Taylor does not feel that she could stand the fatigue of constant journeys.

Don J. Walker, the Australasian champion, made the trip from Australia with Taylor and his family. Walker has gone to visit his birthplace in Canada, and will later go to England to ride in the world's championships, which are to be decided at the Crystal Palace track in London, on September 3, 8 and 10. Taylor says his six months of racing in Australia was the hardest he ever experienced. He raced three or four days a week during the entire time.

Buffum's Leg is Saved.

Edward Buffum, the well known Eastern representative of the Kirk Manufacturing Company, who was one of the contestants, and who was badly injured while awaiting the start of the various motor bicycle tests on the fourth day, July 5, is doing well, and will probably be able to leave Roosevelt Hospital, New York, where he is confined, within two weeks. There is now no danger of the amputation of his injured leg, as was feared, but it is likely that Buffum will be compelled to use crutches for some little time. As will be recalled, he was run into by an automobile, which struck him from the rear, knocking him down and driving his brake lever clear through his knee just below its cap and severing an artery. The fact that he was hurt within a block of the hospital, to which he was hurried in the automobile responsible for the damage, had much to do with saving Buffum's leg.

ASIA BUYS BRITISH CYCLES

Export Figures Show that India is Best  
and Japan Worst Customer.

Statistics that have just been issued dealing with the British export trade in cycles and parts with Asia for 1903 show a healthy increase, and that the trade, with the exception of Japan, is in a flourishing condition. The reports divide India into three provinces: Bombay, Bengal and Madras. Bombay, the best customer, shows a marked gain when compared with 1902, the figures being about the same as in 1901. Bengal has increased her purchases steadily for the last two years, and Madras took a little less this year than last, though considerably more than in 1901.

The exports of the United States to these provinces has been steadily declining for some time. Germany, on the other hand, is increasing her trade with India, her exports last year being about £6,300, an increase of about £1,800 over 1902.

Burmah, Straits Settlements, and Ceylon each show an increase in business over the previous year, and when the last three years are compared the trade is shown to be in a healthy condition. China shows a decrease, which is also the case in the American exports. Hong Kong reveals a great drop, and no business has been done with Japan in the last two years. Both these countries, on the other hand, are good markets for the American product, Hong Kong having more than doubled its purchases last year when compared with the year previous, and Japan is the United States' best customer. Germany, however, is making great strides in her trade with Japan, as a glance will reveal when the exports of the United States, Germany and Great Britain for the last three years are compared.

Table showing value of cycles and cycle parts of British manufacture exported to Asia during the three years 1901-1903:

|                             | 1903.   | 1902.   | 1901.   |
|-----------------------------|---------|---------|---------|
|                             | £       | £       | £       |
| Bombay .....                | 42,196  | 34,332  | 41,401  |
| Bengal .....                | 20,358  | 15,420  | 11,735  |
| Madras .....                | 11,111  | 11,537  | 7,619   |
| Total Indian.....           | 73,665  | 61,289  | 60,755  |
| Straits Settlements ....    | 9,027   | 6,006   | 7,998   |
| Burmah .....                | 8,990   | 5,887   | 5,525   |
| Ceylon .....                | 4,999   | 3,676   | 4,762   |
| China .....                 | 2,317   | 3,109   | 3,495   |
| Java .....                  | 407     | 322     | 1,209   |
| Hong Kong .....             | .....   | 1,012   | 758     |
| Japan .....                 | .....   | .....   | 872     |
| Totals .....                | £99,405 | £81,301 | £85,374 |
| CYCLE EXPORTS TO JAPAN FROM |         |         |         |
|                             | 1903.   | 1902.   | 1901.   |
|                             | £       | £       | £       |
| United States .....         | 81,836  | 83,953  | 44,757  |
| Germany .....               | 46,500  | 6,000   | 2,400   |
| England .....               | .....   | .....   | 872     |

According to reports, the increase in the number of lady riders in England this year is very marked. In the last two years the proportion of lady riders was estimated at about one in five riders, but this year about one in three is said to be more nearly correct.



## NOT LOOKING FOR QUARTERS

**Disdain of Dealers to Dally for small Jobs  
Regarded as Evidence of Prosperity.**

"Bicycle dealers and repairmen complain of hard times, but it seems to me they must be pretty prosperous," said one of the road riders whose appreciation of the cycle did not collapse with the boom. "It strikes me that way," he continued, "because they do not seem to care so much for a few quarters or a dollar, as they did formerly. I mean that they won't wait around two or three hours on the chance of taking in a dollar.

"Every quarter of a dollar counts," used to be the motto of other days, and the dealers and repair men would remain in their stores till ten or eleven o'clock at night ready to help stray riders in trouble. Sundays and holidays especially, when there were many riders out, there were quite a few looking for repair work to be done in the evening, or a place to store a damaged wheel for a day or two. Now, however, it is a long ride to find a bicycle store or repairman open on a Sunday evening. I have had occasion several times recently to seek a repair shop on Sunday night, and though it was not after 8 o'clock either time, I had a long hunt to find one open, and once walked home because I could not find one open. This was not out in the country nor in a small town, either, but right in New York City, in districts where cycle stores abound, up in Harlem, and over on Bedford avenue, Brooklyn. On the latter street I walked two miles one Sunday night, past a dozen bicycle stores, but not one was open for business.

"In the evening, after a man has been riding, he is liable to be willing to sit and chat, and he is apt to have ideas about what he wants in the way of a new wheel, or changes of equipment, or repairs. Many a piece of business has been done while the tired rider was hanging around after stopping to get a puncture fixed, his lamp filled, or his tire jumped. These items are trivial, and there is not much money in them, but to the really thrifty dealer every little helps. There are plenty of odd quarters and prospect of other business yet to be caught on Sunday nights, but the dealers seem to be too prosperous to care about them. That's right."

### Cycle Thief Gets Thirty Days.

Thirty days in the penitentiary was the punishment meted out to William Harvey of Niagara Falls, N. Y., who was arraigned in a Buffalo court last week charged with stealing a bicycle. It was shown that he had made efforts to sell the machine to a number of second hand dealers. He was accordingly found guilty and sentenced as stated.

During the five months ending with May of the current year Britain imported 578 motor cycles. Their value, together with motor cycle parts, was £28,646.

### Cyclometers Will Settle Salaries.

Armed with a specific type of bicycle wheel, with a cyclometer attached, rural free delivery agents will soon be in the field, and it will be their duty to run the wheel over every rural free delivery route in the country, in order to determine the exact length of the routes in miles, according to advices from Washington. According to the number of miles in each route, and irrespective of the number of persons the rural carrier serves, is the salary of the carrier to be apportioned, with \$720 per annum as maximum pay for the longest routes and \$432 as the

minimum.

The new wage scale was adopted by the Postoffice Department July 1, and was drawn up by Fourth Assistant Postmaster-General Bristow. He holds that while Congress fixed \$720 as the salary of rural letter carriers, the department has the undeniable right to scale down the wages of carriers with short routes.

"They will get the wheels," he said recently, "and they must measure their routes. Until the routes are all accurately measured we will be unable to give a statement showing the salaries for the various routes."

### HEAD OF THE NATIONAL CYCLE TRADE ASSOCIATION.

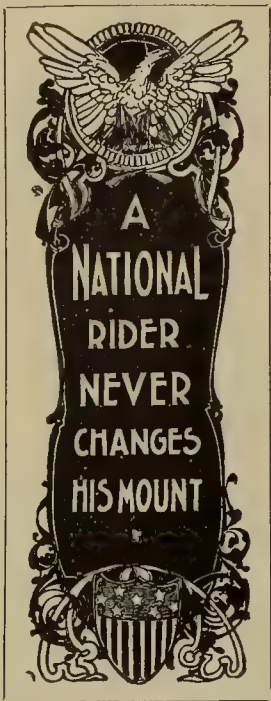


CHARLES L. KELSEY.

Charles L. Kelsey, the new president of the National Cycle Trade Association, has been identified with the cycle trade for nearly twenty years, and has an interesting personality. He began active business in the bicycle sundry line in 1889. He was, however, financially interested in the trade four years previously. In 1889 he founded a stock company in Buffalo, N. Y., composed of C. E. Kelsey, E. E. Kelsey, J. Kelsey and himself, known as the Kelsey Co. The capital stock, all paid up, was \$25,000. This company purchased the sundry business of M.

Strauss, Buffalo. The following year they purchased the sundry business of H. C. Colton, and also of the Buffalo Cycle Component Co., and moved the store to the Masonic Temple Building, on Niagara street. Their business is exclusively wholesale, amounting to about \$250,000 a year, which includes about \$100,000 of export business. They manufacture bicycle frames, forks, and the well known rapid transit delivery attachment for bicycles. They employ two to four salesmen, and issue annually 25,000 catalogues.





The Winner of the Detroit road race, May 30th, was offered as a prize his choice of eleven different makes of bicycles.

He chose the National.

**NATIONAL CYCLE MFG. CO.,**  
BAY CITY, MICH, U. S.A.

Makers of Bicycles  
for Winners.

**DEALERS ASK WHY**  
**FISK TIRES** DO NOT PUNCTURE AS EASILY  
AS OTHERS.



**BECAUSE**

They are made of new rubber and special made fabric, which gives resilience and strength.

Quality is never questioned.

One only, THE BEST.

If you want satisfied customers, buy FISK Line of Bicycle, Motor Bicycle, Carriage and Motor, Single or Double Tube.

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OMAHA,  
MINNEAPOLIS,  
DENVER,  
LOS ANGELES.

**FISK RUBBER COMPANY,**  
Chicopee Falls, Mass



# THE BICYCLING WORLD

FOUNDED 1877  
and MOTORCYCLE REVIEW

In which is Incorporated  
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Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, JULY 16, 1904.

## Moral of Endurance Contest.

With the motor bicycle falling between the bicycle and the automobile, of which an unthinking press and public views the one as passing or as having passed, and the other as having arrived and therefore entitled to the glare of the limelight, it is possible that the results of the motorcycle endurance contest will not receive the general attention and thoughtful consideration that they deserve. Be that as it may, the results are so remarkable that they cannot well escape the notice and study and appreciation of thinking persons and the timely memorandum with which the officials of the contest accompanied their announcement of awards will do much to quicken the pulse of even the superficial press and public, and thus assist in advancing the motor bicycle to that position in the social economy of the world that is its due and destiny.

The memorandum, which follows, is probably the concisest editorial summarization of the subject that is possible:

"The results of the contest are so remarkable and so convincing that it must be apparent to all discerning men that the motorcycle is now ready and practical for the use of the many, as hitherto it has been used by the few. The contest demonstrated that as an abridger of time and distance the motor bicycle is surpassed only by the railroad train.

"With intimate knowledge of the rough, winding and continuously upheaved and stone-strewn roads prevailing on both shores of the Hudson River between New York and Albany and the deep trackless sand of lower Delaware, we make bold to say that of all road vehicles the motor bicycle alone can do what it did on the occasion of the endurance contest, viz., maintain an average speed of 15 miles per hour, greater than which the rules of the contest did not permit, but which is easily possible should occasion require. In this regard, the performances of Messrs. Holden, Hoyt and Hedstrom are not short of remarkable. During the four days, the day's mileage being respectively 153.8, 155.2, 151.6 and 119.4, the first named two were but one minute late, and Mr. Hedstrom but two minutes in advance of his time schedule. And of the eleven survivors who reached Cambridge, all save one maintained a speed of better than 12 miles per hour.

"These performances challenge the attention of the civilized world.

"This is true also of the record of Mr. Edward Buffum in the fuel economy test. His record, 55.3 miles with one quart of gasoline, costing at retail five cents, is equal to less than one mill per mile—transportation so economical as to almost surpass belief.

"The performance of Mr. George M. Hendee also is more than notable. He weighs 243 pounds; yet the new man carrier conveyed him safely and well throughout, despite trying roads and with a delay of but 1 hour 18 minutes, due to three tire punctures on the last day of the contest.

"The motor bicycle is practicable for all ages and sizes and conditions of men, and must soon find a secure place in the social economy of the world. The peculiar advantages of the single track vehicle are manifest and undoubted. It lost favor solely because of the physical limitations of its riders. The motor bicycle which equalizes the physical powers of all men must be the means of regaining the lost ground and more. The endurance contest of 1904 points the way."

It might have been added that the contest was also the most effective answer to the critics of the 110 pounds limit that has yet been advanced. It leaves them with scarcely a peg on which to hang a really sound argument.

## Why Weights are Stationary.

In the absence of any expression of dissatisfaction on a given point, it is a fair inference that such dissatisfaction does not exist. Proceeding on this assumption we may reasonably conclude that present weights are satisfactory to the great majority of cyclists.

There is no reason to doubt this. Weights are slightly less than they were three or four years ago, but considerably heavier than those which ruled during the featherweight era of a decade ago. Good reasons exist for both variations. The featherweights were too light to be either durable or easy running. Consequently, they passed away, to be succeeded by machines that had weight to spare. These, too, had their day, and were followed by the present machines, which may be characterized as the happy mean as far as avoirdupois is concerned.

Now and then, however, an observant cyclist wonders why, with the ten years of experience that has been acquired since the featherweight era, machines cannot be built as light as those predecessors, and yet as reliable as the present machines. In other words, they ask why no progress has been made since 1894, as is seemingly the case.

It is easy to answer this question by interposing a denial of the "no progress" charge. There has been progress, and it is easy to put a finger on it if one will but try. It consists of improvements in the shape of comfort appliances and devices that were not found on the machines of a decade ago. These appliances add weight, and the only reason gross weights have not increased is because cuts have been made in other parts of the machine.

To put it another way, machines could be constructed to-day possessing all the strength and substantiality of the present cycles and yet tipping the scales at no more than the featherweights of the period of 1892-1895 did. To do this it would merely be necessary to construct them with plain, spindle hubs, three piece crank hangers, pinch-bolt and nut fastenings, rigid frames, forks and saddles, and such archaic contrivances as were in vogue ten years ago. Coaster brakes, changeable speeds, bevel gears and all the



other improvements of the past half dozen years would have to be tabooed, for all of them add weight, even if it be only ounces. In short, it is the comfort-giving and labor-saving devices that have kept weights stationary. Lop them off and pounds could be saved. But what intelligent wheelman would consent to such a vandal act? Very few, we are convinced.

Fashions in Fork Crowns.

What is the standard fork crown construction to-day? Is there a standard, or even a favorite? How many tradesmen, much less riders, can say, offhand, what sort of fork crowns half a dozen of the leading machines have? Precious few, we feel sure. Yet there was a time when fork crowns were one of the most discussed subjects among cyclists. The merits and demerits of the plate, the arch, the solid and the hollow crown were debated pro and con, and the presence or absence of a particular style of crown frequently made or marred a sale. At various times fashion set its seal of approval on different crowns, and they were for a brief space of time the ones sought by the bulk of riders. At the present time the chief desideratum of a crown is strength united with as much lightness as is consistent with that strength. Who will say that this is not the sanest and most logical way of looking at the matter, "talking points" to the contrary notwithstanding?

Folly of Midsummer Idleness.

Just now, when the midsummer dullness has fairly set in, the retailer is popularly supposed to find time hanging heavy on his hands. The early summer trade has, like that of the spring, been transacted. Vacationists have made their purchases and taken their departure. Until early in September, where the army of stay-at-homes will be reinforced by the seaside, country and mountain sojourners, everything bids fair to be quiet.

This being the situation, it is a common impression that a do-nothing policy is the proper one to pursue, if the dealer does not happen to be where there is a lot of transient summer trade. Some dealers accept this view and proceed to live up to it.

No greater mistake could be made. Such a course repels trade instead of inviting it, and the assumption that there is little or no business to be done is likely to be brought nearer of realization than it would otherwise be. The careless or indifferent merchant

achieves just about the amount of success that he deserves.

The dealer's initial mistake lies in assuming that there is no business to be done. He falls in with the largely entertained belief that, as it is commonly and loosely expressed, "everybody is out of town." Now, the truth is that just the contrary is the case. It may be true that everybody who can get away for the heated term, whether for a ten-days' or two weeks vacation, or for the greater part of the summer has gone; but "everybody" in this case is a very small fraction of the whole. It is doubtful if the absentees number one in ten in any city or town in the country, however deserted and desolate a few of its principal residential sections may look. In a majority of places the absent ones will scarcely reach one in twenty or thirty. At any rate the number is so small that it cuts a figure only by reason of its personal.

The stay-at-homes, then, constitute the bulk of the population. And because they are forced to remain when they would like to get away they are the more likely to prove good customers of the sporting goods dealer who is wideawake and makes a strong bid for their trade. Of the multitude of outdoor sports cycling is but one, and, unfortunately, by no means the most popular. But it still retains a strong hold, and in some places is as much indulged in as it ever was.

Obviously, therefore, the proper thing for the dealer to do is to pursue a live and aggressive policy. Instead of expecting dullness and resigning himself to it, he should do everything to foster business. If he cannot make many sales of new machines, he can at least dispose of a lot of sundries and keep his repair shop going double tides. There should be more and steadier riding from now on than there has been hitherto; and as long as cyclists ride they are interested in and transact business with the live dealer.

With all the discussion and attention that is given to brakes in Britain, it is interesting to note the frequent accidents that occur there, due to faulty manipulation or construction. The American rider easily controls his bicycle by simple foot pressure on the pedal, and no one ever has an accident, notwithstanding that American roads are vastly inferior, and grades more frequent and steeper. The British cycle, as is well known, has hand operated rim brakes on both the front and rear wheel.

FIXTURES

- July 16—Hartford, Conn., coasting contest.
- July 17—Monroe Wheelmen, New York City, annual half century run.
- July 17—Milwaukee, Wis., 13-mile road race.
- July 17—San Francisco, Cal., three cornered team relay race.
- July 17—Buffalo, N. Y., 15-mile Inter-club team trophy race.
- July 22—Newark, O., track race meet.
- July 23—Atlantic, Mass., old-time wheelmen's meet.
- July 24—C. R. C. of A. Field Day at Valley Stream, L. I.
- July 24—C. R. C. A. veteran century run.
- July 24—Milwaukee, Wis., road race.
- July 30—Los Angeles, Cal., road race to Santa Monica.
- July 24—Buffalo, N. Y., 10-mile Polish A. A. road race.
- July 28—Bloomington, Ill., 8-mile road race.
- July 31—C. R. C. of A. Suburban Century Run and road race.
- August 1-6—St. Louis Exposition meet.
- August 7—C. R. C. A. 50-mile open road race, Long Island.
- August 7—C. R. C. A. 10-mile championships of Eastern and Long Island districts.
- August 14—Milwaukee, Wis., road race.
- August 18—Bloomington, Ill., 20-mile road race.
- August 27—Lawrence, Mass., 10-mile road race.
- August 27 and 28—C. R. C. of A. Combination Moonlight and Double Century Run.
- August 28—C. R. C. A. 100-mile record run.
- September 3—London, Eng., World's championships.
- September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.
- September 5—Denver, Col., road race.
- September 5—Detroit, Mich., 25-mile Belle Isle road race.
- September 5—C. R. C. of A., 25-mile Coney Island Cyclepath handicap road race.
- September 8-10—London, Eng., World's championships.
- September 10—Atlanta, Ga., 20-mile road race.
- September 18—C. R. C. A. 50-mile open road race, Long Island.
- November 24—C. R. C. A. 100-mile record run.
- November 24—San Antonio, Tex., 50-mile road race.

The Battle for the Championship.

As there were no circuit races run since last week, the standing in the points table for the 1900 N. C. A. professional championship remains the same as last week. A first counts five points, a second three points, a third two points, a fourth one point in the table.

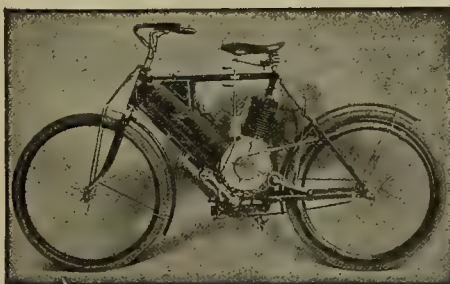
| Rider.                       | 1st. | 2d. | 3d. | 4th. | Pts. |
|------------------------------|------|-----|-----|------|------|
| Kramer (Pierce).....         | 3    | 0   | 0   | 0    | 15   |
| M. Bedell (Reading Standard) | 0    | 1   | 2   | 0    | 7    |
| Root (Columbia).....         | 0    | 0   | 1   | 1    | 3    |
| J. Bedell (Reading Standard) | 0    | 1   | 0   | 0    | 3    |
| Fenn (Pierce).....           | 0    | 1   | 0   | 0    | 3    |
| Cadwell (Rambler).....       | 1    | 0   | 0   | 2    | 2    |



## If Experience is the Best Teacher—

and there is no doubt about it--then none should better know how to build motor bicycles than ourselves. None other concerned with them has had such ripened experience. We were the first manufacturers; all others came after.

NOT MERELY  
A GOOD  
MOTOR BICYCLE,



BUT A  
COMFORTABLE  
ONE.

Experience has taught us that speed, power and efficiency are not less vital to the success of motorcycles than comfort. The design of the Thomas Auto-Bi coupled with the Thomas trussed spring fork and Hygienic cushion frame make it the most comfortable machine on the American or any other market.

E. R. THOMAS MOTOR CO., 1200 Niagara St., Buffalo, N. Y.

## EVER NOTICE

That the RACYCLE agency is always a thorn in the flesh of the other Dealers? The reader of this Advertisement may have a splinter in his finger. If he is wise to his own interests and a hustler, he can have it removed by

THE MIAMI CYCLE & MFG. COMPANY,  
Middletown, Ohio.





Awaiting the contestants near Highlands, N. Y. 2. A stretch of "macadamized" road near Newburgh, N. Y. 3. At one of the New-Jersey controls. 4. The Tourists lend a helping hand. 5. The Indian "tribe" about to leave Trenton, N. J. 6. Banta has tire troubles. 7. Scene in Smyrna, Del. 8. The heavyweights, Hendee and Banta, congratulating each other after climbing Fort George Hill. 9. George N. Holden, rear view, showing how the Indians carried their tools and spare inner tube and small parts, and an emergency canteen full of gasoline.



# HOLDEN WINS DIAMOND MEDAL BY ONE POINT.

**The Three Chief Awards of F. A. M. Endurance Contest Won by Springfield Indians—Hoyt Beats Hedstrom for Second Place by One Point—The Remarkable Work of the Trio—How the Other Contestants Fared.**

Careful planning, splendid generalship and skilful performance earned its reward in the Federation of American Motorcyclists' endurance contest, which is to say that the chief awards have been won by the three H's of the Indian "tribe" of Springfield, Mass.—George N. Holden, Fred C. Hoyt and Oscar Hedstrom.



GEORGE N. HOLDEN.

The official compilation of the records, which was completed on Thursday, gives the diamond medal to Holden by one point, with a total score of 1,310 points out of a possible total of 1,317, made up as follows: Endurance, 1,000; hill climbing, 100; starting, 100; slow speed, 100; fuel economy, 17 points. The latter test was scored on the basis of the actual number of starters in order to reduce the chance of a tie. It proved a wise precaution, as Holden is but one point ahead of Hoyt, and Hoyt but one point ahead of Hedstrom. George M. Hendee—the fourth H and the big chief of the "tribe"—is fourth, two points behind Hedstrom. H. A. Gleisman, the next in order of points, is 10 points to the bad, with a total of 1,296.

In the first series George B. Pieper, Brooklyn, N. Y.,  $1\frac{1}{4}$  horsepower Indian, proved the winner, his score being 772 points out of a possible 817.

The medal for the second series goes to J. M. O'Malley, Hartford, Conn.,  $2\frac{1}{4}$  horse-

power Tribune, with a record of 792 out of a possible 817.

The following are the summarized records of all those who finished in the several classes or series:

## COMPLETE SERIES.

(Comprising all tests and the run from New York to Albany and return and from New York to Cambridge, Md.)

(Highest possible score, 1,317 points.)

Diamond medal—Geo. N. Holden, Springfield, Mass.,  $1\frac{1}{4}$  h. p., Indian, 1,310 points.  
Silver medal—Fred C. Hoyt, Springfield, Mass.,  $1\frac{1}{4}$  h. p., Indian, 1,309 points.  
Bronze medal—Oscar Hedstrom, Springfield, Mass.,  $1\frac{1}{4}$  h. p., Indian, 1,308 points.

The others in order of points are as follows:

| Name.                             | Place.         | H.P.     | Machine. | Points. |
|-----------------------------------|----------------|----------|----------|---------|
| G. M. Hendee, Springfield, Mass.  | $1\frac{1}{4}$ | Indian   | 1,306    |         |
| H. A. Gleisman, New York City     | $1\frac{1}{4}$ | Rambler  | 1,296    |         |
| N. P. Bernard, Hartford, Conn.    | $2\frac{1}{4}$ | Columbia | 1,295    |         |
| E. M. Coates, New Britain, Conn.  | $2\frac{1}{4}$ | Columbia | 1,292    |         |
| A. J. Banta, New York City        | $1\frac{1}{4}$ | Rambler  | 1,277    |         |
| F. A. Baker, Brooklyn, N. Y.      | $1\frac{1}{4}$ | Indian   | 1,276    |         |
| W. J. Zeigler, W. Hartford, Conn. | $2\frac{1}{4}$ | Columbia | 1,266    |         |
| James W. White, Newark, N. J.     | $1\frac{1}{4}$ | Light    | 1,255    |         |

## FIRST SERIES.

(Comprising all tests and run from New York to Albany and return.)

(Possible points, 817 points.)

Combined gold and silver medal—Geo. B. Pieper, Brooklyn,  $1\frac{1}{4}$  h. p., Indian, 772 points.

## SECOND SERIES.

(Comprising all tests and run from New York to Cambridge, Md.)

(Possible points, 817 points.)

Combined gold and silver medal—J. M. O'Malley, Hartford, Conn.,  $2\frac{1}{4}$  h. p., Tribune, 792 points.

The official announcement of these awards is not surprising so far as the five medal men are concerned. In their respective classes Pieper and O'Malley were left alone in their glory; none of their rivals survived. In the complete series, it was also clearly indicated that ownership of the diamond medal lay between Holden, Hoyt and Hedstrom, and that the contest between them was close; the interest was in the number of points that separated them.

The table as a whole, however, contains several surprises, the standing of Gliesman being the most surprising. As he was away behind his fast schedule at three of the four night controls at which points were scored, he was not considered seriously. But though outside his 15-mile an hour schedule he was yet well within the minimum 10-mile pace necessary for a clean score of 250 points on each of the four nights. His good work in the hill climbing and starting and slow speed tests brought up his score wonderfully, and landed him in fifth place. Few will begrudge him the honor. His pluck deserved it, as not many men would have persevered in the face of the conditions he had to contend with. On the first day, before 60 miles had been covered, he ran into a ditch and struck a tree. The accident bent his forks far backward, humped his frame until it resembled a baby camel, and caused his wheels to

track like the footprints of a pigeon-toed woman. Most men would have quit then and there, but Gliesman pulled at his forks until they cleared the frame, and bumped his way over the hilly, "choppy" and boulder-strewn road to Albany. He reached there more than five hours late. The next day his troubles were added to by the breakage of his lever control, and on the rough roads his



FRED C. HOYT.

emergency control was almost as bad as none at all. He was forced to regulate his speed almost wholly by his handlebar switch. On the run from Wilmington to Cambridge the same thing happened again, and gave the plucky New Yorker some bad moments and several spills in the sand, but he never wavered, and reached the goal tired but happy. Previously Gliesman had suffered with a balky carburetter in the fuel economy test, and finished a bad last, losing many valuable points that must have discouraged a less determined man. In the hill climbing trials, however, he was wide awake, and made up his loss by quick wit. Pedalling up the hill entailed a penalty of 25 points; stoppage meant a loss of but 5 points, and gave the contestant a second trial. When his motor was failing on the hill, Gliesman, instead of pedalling to help it, let it stop and took a second start. He then went up in fine style.

Baker's position in the table will also prove in the nature of a surprise. All of the un-



THE DETAILED STANDING OF THE CONTESTANTS.

| Position.      | Name.                                  | Home.           | Machine.   | Transmission. | H. P. | Points earned.  |                   |           |                |          |
|----------------|----------------------------------------|-----------------|------------|---------------|-------|-----------------|-------------------|-----------|----------------|----------|
|                |                                        |                 |            |               |       | En-<br>durance. | Hill<br>climbing. | Starting. | Slow<br>speed. | Economy. |
| 1              | George N. Holden, Springfield.....     | Indian          | Chain..... | 1 3/4         | 1,000 | 100             | 100               | 100       | 94             | 16       |
| 2              | Fred C. Hoyt, Springfield.....         | Indian          | Chain..... | 1 3/4         | 1,000 | 100             | 100               | 100       | 98             | 11       |
| 3              | Oscar Hedstrom, Springfield.....       | Indian          | Chain..... | 1 3/4         | 1,000 | 100             | 100               | 100       | 95             | 13       |
| 4              | George M. Hendee, Springfield.....     | Indian          | Chain..... | 1 3/4         | 1,000 | 100             | 100               | 100       | 92             | 14       |
| 5              | H. A. Gliesman, New York City.....     | Rambler         | Chain..... | 1 3/4         | 1,000 | 95              | 100               | 100       | 100            | 1        |
| 6              | N. P. Bernard, Hartford.....           | Columbia        | Chain..... | 2 1/4         | 1,000 | 100             | 98                | 100       | 88             | 9        |
| 7              | E. M. Coates, New Britain, Conn.....   | Columbia        | Chain..... | 2 1/4         | 1,000 | 100             | 100               | 100       | 87             | 5        |
| 8              | A. J. Banta, New York City.....        | Rambler         | Chain..... | 1 3/4         | 1,000 | 100             | 75                | 100       | 99             | 3        |
| 9              | F. A. Baker, Brooklyn.....             | Indian          | Chain..... | 1 3/4         | 1,000 | 75              | 100               | 100       | 91             | 10       |
| 10             | Walter J. Zeigler, West Hartford.....  | Columbia        | Chain..... | 2 1/4         | 1,000 | 100             | 75                | 100       | 89             | 2        |
| 11             | James W. White, Newark, N. J.....      | Light           | Chain..... | 1 3/4         | 1,000 | 75              | 75                | 100       | 93             | 12       |
| 12             | W. Harris Latham, Brookline, Mass..... | Yale-California | Belt.....  | 2             | 750   | 75              | 100               | 100       | 96             | 15       |
| 13             | Edward Buffum, Boston.....             | Yale-California | Belt.....  | 2             | 500   | —               | —                 | —         | —              | 17       |
| 14             | F. J. O'Connor, Hartford.....          | Columbia        | Chain..... | 2 1/4         | 251   | —               | —                 | —         | —              | —        |
| 15             | J. W. Tuttle, Hartford.....            | Columbia        | Chain..... | 2 1/4         | 251   | —               | —                 | —         | —              | —        |
| 16             | J. J. McNevin, New York City.....      | Rambler         | Chain..... | 1 3/4         | 250   | —               | —                 | —         | —              | —        |
| 17             | S. J. Chubbuck, Toledo, Ohio.....      | Yale-California | Belt.....  | 2             | 250   | —               | —                 | —         | —              | —        |
| 18             | E. W. Goodwin, New York City.....      | Indian          | Chain..... | 1 3/4         | —     | —               | —                 | —         | —              | —        |
| FIRST SERIES.  |                                        |                 |            |               |       |                 |                   |           |                |          |
| 1              | George B. Pieper, Brooklyn.....        | Indian          | Chain..... | 1 3/4         | 500   | 75              | 100               | 100       | 90             | 7        |
| 2              | Frank M. Dampman, New York City.....   | Marsh           | Belt.....  | 3             | 500   | —               | —                 | —         | —              | —        |
| 3              | G. A. Breeze, Newark, N. J.....        | Tourist         | Belt.....  | 3 1/2         | 187   | —               | —                 | —         | —              | —        |
| 4              | Wm. Simonson, Mineola, N. Y.....       | Armac           | Belt.....  | 3             | —     | —               | —                 | —         | —              | —        |
| SECOND SERIES. |                                        |                 |            |               |       |                 |                   |           |                |          |
| 1              | J. M. O'Malley, Hartford, Conn.....    | Tribune         | Chain..... | 2 1/4         | 500   | 100             | 100               | 100       | 86             | 8        |
| 2              | G. H. Curtiss, Hammondsport, N. Y..... | Hercules        | Belt.....  | 2 1/2         | 250   | —               | 100               | 100       | —              | 6        |
| 3              | H. Y. Bedell, Hackensack, N. J.....    | Indian          | Chain..... | 1 3/4         | —     | 100             | 100               | 100       | 97             | 4        |

The system of scoring was as follows:  
For endurance—250 points per day for each contestant averaging not more than 15 miles and not less than 10 miles per hour, plus 1 hour 15 minutes for meals and 10 minutes for variation of watches, the awards to be made, however, for the closest adherence to the fast schedule, regardless of all allowances. Penalization was at the rate of 1 point for each minute a rider arrived behind his slow schedule at night controls.  
For hill climbing—100 points to all contestants surmounting Fort George Hill, New-York (length 1,900 feet, grade 10 per cent.) in two minutes or less without pedal assistance. For pedalling, a penalty of 25 points was imposed; for stoppage on the hill, 5 points, a second trial being permitted.  
For starting—100 points to all contestants whose engines in two trials started within 10 seconds of the word "Go"; one point penalty for each second or fraction thereof up to 30 seconds, when a penalty of 25 points was imposed.  
For slow speed—100 points to the contestant covering one-sixteenth of a mile in the slowest time; one point less, respectively, for the other competitors in the order of their times.  
For economy—To the contestant completing the greatest distance with one quart of gasoline, a number of points, equal to the number of starters—17; one point less, respectively, for each of the other competitors in the order of their finish.

official estimates placed him fifth. But the same causes that operated to Gliesman's advantage served to discomfit Baker. The latter pedalled over the brow of the hill and thereby lost 25 points, which he could not regain. His standing, however, calls attention to an apparent inconsistency of the rules. While Baker lost less than two hours, Gliesman lost more than ten, and yet Baker receives no credit for his better performance. It indicates that motor bicycle construction has advanced to a stage where the minimum speed of 10 miles per hour handed down from the original and experimental con-

test is no longer necessary or desirable. To award the same number of points for any pace between 15 and 10 miles per hour is scarcely equitable.  
The victory of the Indian riders was, as stated, richly earned. Such splendid team work and generalship rarely has been witnessed. The five men—Hendee, Hedstrom, Holden, Hoyt and Baker—rode as a unit, and nothing but the greenest of green eyed jealousy can induce any one to minimize their performance. They were always alert and prepared for and equal to every emergency, and they knew how to handle themselves not

less than they knew how to handle their machines. But when a hand went up and a halt was called all halted, and no questions were asked. They rode to win, and to win they rode with their eyes on their watches. All carried canteens containing extra gasoline for emergencies, and tool bags slung across their shoulders, and which held their tools, spare inner tube and extra bolts and nuts. They took no chances with lubrication or lubricating oil. They oiled as regularly as clockwork every twenty miles, and had their own supply of oil awaiting them at all night controls. "General" Hendee was always wide awake and watchful. He was up late and early, and saw everything that went on. When any talking was to be done he did it. His own work on the road was not behind that of his "warriors." Despite his size and weight he asked no odds of any of them, though he merited them. On the first day's ride to Albany the constant "chopping" of the road blistered both his hands in pitiful fashion. The second day's work broke the blisters and left his palms raw and bloody. How thereafter, particularly in the sands of Delaware, he maintained his grip on his handlebar, is one of the many remarkable incidents of the greatest of all motorcycle events. The Indians they rode behaved as well as the men themselves. Hendee strained a spark coil, Hedstrom broke his grip control and Baker lost the key of his inlet valve and several spokes were broken. This and several punctures constituted all that was untoward that occurred.  
The three medal men were a deserving trio. At no time did they utter the semblance of complaint or protest. They had little to say and said that little pleasantly, and none was more agreeable than Holden. He was always smiling and good natured,



THE RAMBLER TRIO. BANTA (AT LEFT), McNEVIN AND GLIESMAN.



and his modest "Nothing" in reply to the daily and oft-repeated question, "What happened to-day?" was a feature of the contest. He is about 34, and has been engaged in the bicycle business in Springfield, Mass., where he now has a retail store, for 17 or 18 years. Unlike Hendee, Hoyt and Hedstrom, he was never a racing man, but as a road rider he is the "real thing," and will take a lot of beating.

What the Pope crew—Bernard, O'Malley, Ziegler and Coates—would have done had they been organized and conducted as the Indians were organized and conducted, is an interesting speculation. They were a good natured, uncomplaining, rather happy-go-lucky lot, sent from the factory to "get there," and bent on obeying orders. Each hoped that the other would succeed in doing so, but could afford to make small self-sacrifice to insure it and it did not help matters that Bernard and Ziegler, the two ex-



THE THREE YALE-CALIFORNIA RIDERS BUFFUM (AT LEFT), CHURRBUCK AND LATHAM.

THE TIME TABLE IN DETAIL.

|                | New York to<br>Albany,<br>153.8 miles. |        | Albany to<br>New York,<br>155.2 miles. |                                    | New York to<br>Wilmington,<br>151.6 miles. |        | Wilmington to<br>Cambridge,<br>119.4 miles. |        | Total. |        |      |       |       |    |
|----------------|----------------------------------------|--------|----------------------------------------|------------------------------------|--------------------------------------------|--------|---------------------------------------------|--------|--------|--------|------|-------|-------|----|
|                | Due.                                   | Arr'd. | Due.                                   | Arr'd.                             | Due.                                       | Arr'd. | Due.                                        | Arr'd. | Tardy. | Early. |      |       |       |    |
|                | P. M.                                  | P. M.  | P. M.                                  | P. M.                              | P. M.                                      | P. M.  | P. M.                                       | P. M.  | H. M.  | M.     |      |       |       |    |
| Hoyt .....     | 3:44                                   | 10:04  | 3:44                                   | 3:52                               | 10:09                                      | 3:52   | 3:40                                        | 9:58   | 3:41   | 1:31   | 6:46 | 1:31  | 0:01  | —  |
| Holden .....   | 3:45                                   | 10:05  | 3:45                                   | 3:53                               | 10:10                                      | 3:53   | 3:41                                        | 9:59   | 3:42   | 1:32   | 6:47 | 1:32  | 0:01  | —  |
| Hedstrom ..... | 3:45                                   | 10:05  | 3:45                                   | 3:53                               | 10:10                                      | 3:53   | 3:41                                        | 9:59   | 3:39   | 1:32   | 6:47 | 1:32  | —     | 2  |
| Hendee .....   | 3:41                                   | 10:01  | 3:41                                   | 3:49                               | 10:06                                      | 3:48   | 3:37                                        | 9:55   | 3:37   | 1:28   | 6:43 | 2:46  | 1:18  | 1  |
| Baker .....    | 3:44                                   | 10:04  | 3:44                                   | 3:52                               | 10:09                                      | 4:03   | 3:40                                        | 9:58   | 3:42   | 1:31   | 6:46 | 3:09  | 1:51  | —  |
| White .....    | 3:41                                   | 10:01  | 3:41                                   | 3:49                               | 10:06                                      | 4:07   | 3:37                                        | 9:55   | 4:29   | 1:28   | 6:43 | 4:36  | 4:18  | —  |
| Banta .....    | 3:44                                   | 10:04  | 3:44                                   | 3:52                               | 10:09                                      | 3:52   | 3:40                                        | 9:58   | 6:56   | 1:31   | 6:46 | 1:42  | 3:27  | —  |
| Gliesman ..... | 3:47                                   | 10:07  | 9:00                                   | 3:55                               | 10:12                                      | 6:49   | 3:43                                        | 6:00   | 3:44   | 1:34   | 6:49 | 3:34  | 10:08 | —  |
| Bernard .....  | 3:42                                   | 10:02  | 3:49                                   | 3:50                               | 10:07                                      | 5:44   | 3:38                                        | 9:56   | 4:29   | 1:29   | 6:44 | 4:23½ | 5:46½ | —  |
| Coates .....   | 3:42                                   | 10:02  | 3:49                                   | 3:50                               | 10:07                                      | 5:44   | 3:38                                        | 9:56   | 6:01   | 1:29   | 6:44 | 4:28½ | 7:23½ | —  |
| Ziegler .....  | 3:41                                   | 10:01  | 3:46                                   | 3:49                               | 10:06                                      | 3:43   | 3:37                                        | 9:55   | 6:01   | 1:28   | 6:43 | 4:05  | 5:06  | 6  |
| Latham .....   | 3:46                                   | 10:06  | 4:50                                   | 3:54                               | 10:11                                      | 5:44   | 3:42                                        | 6:00   | 6:00   | 1:33   | 6:48 | —     | 5:12  | —  |
| Buffum .....   | 3:42                                   | 10:02  | 4:07                                   | 3:50                               | 10:07                                      | 3:38   | —                                           | —      | —      | —      | —    | —     | 0:25  | 12 |
| Chubbuck ..... | 3:43                                   | 10:03  | 4:48                                   | 3:51                               | 10:08                                      | —      | —                                           | —      | —      | —      | —    | —     | 1:05  | —  |
| Tuttle .....   | 3:42                                   | 10:02  | 4:45                                   | 3:50                               | 10:07                                      | •      | —                                           | —      | —      | —      | —    | —     | 1:03  | —  |
| O'Connor ..... | 3:45                                   | 10:05  | 5:56                                   | 3:53                               | 10:10                                      | *      | —                                           | —      | —      | —      | —    | —     | 2:11  | —  |
| McNevin .....  | 3:43                                   | 10:03  | 4:40                                   | 3:51                               | 10:08                                      | —      | —                                           | —      | —      | —      | —    | —     | 0:57  | —  |
| O'Malley ..... | 3:41                                   | 10:01  | —                                      | Retired and entered second series. |                                            |        |                                             |        |        |        | —    | —     | —     |    |
| Goodwin .....  | 3:43                                   | 10:08  | —                                      | —                                  | —                                          | —      | —                                           | —      | —      | —      | —    | —     | —     | —  |

\*Reached New York after control had closed; credited with one point therefor.  
The times "Due" give the figures based respectively on 15 miles and 10 miles per hour; to the latter is added the 1 hour 15 minutes allowance for meals.

crew, had scarcely ridden motor bicycles for followed the contest from control to control, fairly groaned when he heard the news. But it was a rare contest—so rare that there will hardly be another like it. It would be the refinement of cruelty to again require men to punish themselves by performing such tasks on such roads—many miles of them so villainous as to parody the term. It is as well, however, that the contest occurred where and how it did. It demonstrated beyond cavil that if occasion requires the motor bicycle can do what no other form of vehicle that travels on un-railed roads can do. And surely that end and that honor amply justifies the means.

A race for motorcycles is one of the events on the programme of the Newport Amusement Association, to be run on the beach at Newport, R. I., on July 30.

perienced endurance campaigners in the a considerable period, and perforce found their saddles unduly trying. After leaving New York for Cambridge the four men appeared to realize that co-operation was a good thing for all, and they paired off and kept company as previously they had not done. They obeyed orders all right, and reached Cambridge, as save on one occasion, they had reached the other controls, a little behind their fifteen miles schedules, but well within the limit necessary to earn for each of them a perfect score for endurance. O'Malley also captured the medal in the second series, comprising the various tests and the run from New York to Cambridge. Of his two competitors, Bedell quit and Curtiss came to grief while trying to make a runaway race of the event. When, on the last day, Curtiss fell and smashed his belt rim, and later the same day Latham succumbed to sand, mud and rain, the wounded leg of Ed. Buffum, who had been left behind in a New York hospital, must have given an extra twinge. Latham's downfall was the downfall of the last remaining belt machine. Frank Cornish, the Yale-California representative, who by train



J. W. WHITE (LIGHT), AND A GROUP OF OFFICIALS.



# RACING AT F. A. M. MEET Proves Interesting if not Exciting—New Yorker the Star—Remarkable Fuel Test.

If anything, its location and surroundings, and the attendance and the attending incidents were as interesting, if not more interesting, than the race meet itself, held in connection with the F. A. M. meet at Cambridge, Md., on July 8 and 9. Except for two ding-dong fights for second place between the Washington Thoroughbreds, Smoot and Rhine, there was nothing approaching an exciting finish.

John McNevin, of the New York Motorcycle Club, a slender lightweight, who rode with rare skill, was the "star" of the meet. He won two events in hollow style, and if his mate in the team race had but rendered the most indifferent assistance, McNevin would have placed that event to the credit of New York. As it was, he finished an easy first on each and every lap, while his team mate, F. W. Horenburger, on a big Marsh, as consistently brought up the rear, until finally he jumped the track entirely, narrowly missing a tree and temporarily placing his bicycle hors de combat.

The fastest mile of the meet was ridden by Fred C. Hoyt on an Indian, in 1 minute 31 1-5 seconds, in a trial for the track record.

The track itself is picturesquely located in the center of an open field, hedged on three sides by woods. Under the overhanging trees on one side, the crude grandstand is located, and is protected by wire netting. The trees afforded grateful shade to the many good looking young women, to say nothing of the many darkies and country swain who graced the hard boards. The infield is cultivated ground, and while the motors spat and sputtered at the rate of forty miles an hour or thereabouts, two horny-handed sons of toil unconcernedly guided the ploughs drawn by two plodding mules that stirred the soil.

Originally, it was designed that the races should occupy but one afternoon, but as Saturday is a busy day in Cambridge, the promoters deemed it wise to spread the events over two days. This arrangement interfered with the festivities that had been programmed, but it certainly gave every one their fill of racing.

The half-mile track had not been banked, and although its surface was smooth, except for a soft spot on one of the turns, the curves were too abrupt for comfort; save in the economy test, safety required not more than five men in a heat, which lengthened the sport unduly. Despite the small fields there were several falls. Horenburger, who seemed unequal to the task of guiding his machine around the track, caused spectators and officials alike to groan when he made straight for the woods in the team race. Fortunately, he dodged the trees that were

directly in his path and landed in a ditch without more serious injury than a broken handle bar and a badly buckled front wheel. He repaired the damage and started in a later race, but after three close shaves from accident in the same spot, he was called off the track by the referee, in order to save himself and the other contestants.

Robert French, of Baltimore, also had a bad spill while going at a fast clip. When he arose he had what looked like a strawberry mark on each shoulder. French, by the way, is probably the prettiest rider that ever sat on a motor bicycle. His position is superb, and when in motion he looks almost a part of his machine. G. H. Curtiss, whom misfortune pursued steadily in the endurance contest, was unable to escape it on the track. He had a nasty fall in the only race in which he started, but escaped injury. H. H. Wright, the local hope, likewise spilled, and caused the only tumultuous excitement in the meet by remounting and attempting to finish. On Saturday Wright also caused not a little amusement by approaching the judge's stand and protesting vigorously that the handicaps be changed or something be done, in order that the local riders might win something.

The most notable performance of the two days was that of F. A. Baker, of Brooklyn, on an Indian, in the one-pint fuel economy test. It was the last event of the meet, and only a corporal's guard remained to see him finish, so long did he remain on the track. He covered the astonishing distance of 31 miles 1,400 yards in 1 hour 16 minutes 39 seconds—a performance that fairly staggers belief. The second man, Dr. G. B. Gibson, of Westboro, Mass., the treasurer of the F. A. M., who had never before ridden on a track, was little less remarkable. He rode 28 3/4 miles before his pint of gasoline was exhausted. Baker exercised rare judgment. To prevent the contest from degenerating into a slow race, the contestants were required to average 2:30 per mile. Most of the men dashed off at a fast pace, but Baker lagged behind and permitted himself to be lapped while he was seeking the best adjustment of his carburetter and spark; once obtained, he did not again touch either, and rode like clockwork. During the contest, three men who were not competitors and who are not from the country, made their appearance on the track. One of them, A. J. Banta, an old racing man, rode like mad for nearly ten miles, despite repeated orders to desist and was very much aggrieved that he should have been called down.

The summary:  
Two mile novice—First heat—1, Percy M

Smoot, Washington (1 3/4 Thoroughbred); 2, W. G. Le Compte, Cambridge (1 3/4 Indian); H. A. Rhine, Washington (1 3/4 Thoroughbred), 0. Time, 2:26 3-5. Second heat—1, H. H. Wright, Cambridge (1 3/4 Indian); 2, H. E. Walls, Cambridge (1 3/4 Thoroughbred); 3, R. G. McMorris, Philadelphia. Time, 3:20 2-5. Third heat—1, J. McNevin, New York (1 3/4 Rambler); James Mayo, Pottstown, Pa. (2 1/4 Mayo). Time, 3:24 2-5. Final—1, Smoot; 2, McNevin; 3, Wright. Time, 3:10 4-5.

Five miles handicap (heats of three miles)—First heat—1, John McNevin, New York (250 yards); 2, H. A. Rhine, Washington (350 yards); 3, J. M. O'Malley, Hartford, Conn. (2 1/4 Tribune), (100 yards); 4, George N. Holden, Springfield, Mass. (1 3/4 Indian), (100 yards); 5, H. E. Walls, Cambridge (400 yards). Time, 7:48 1-5. Second heat—1, H. A. Gliesman, New York (1 3/4 Rambler), (300 yards); 2, P. M. Smoot, Washington (400 yards); 3, H. H. Wright, Cambridge (100 yards); 0, F. W. Horenburger, New York. Time, 8:35. Final—1, McNevin; 2, Smoot; 3, Rhine; 4, Gliesman; 5, O'Malley. Time, 7:38 2-5.

Quarter mile slow race—1, George N. Holden, Springfield (1 3/4 Indian). Time, 2:44. Seven others started but all were disqualified for pedalling, stoppage of motors or "racing" of engines.

Five miles team race—1, Washington (Rhine and Smoot), 62 points; 2, New York (McNevin and Horenburger), 57 points; 3, Hartford (Coates and O'Malley). Time (McNevin), 8:34.

Three miles handicap, F. A. M. members—1, John McNevin (25 yards); 2, H. E. Walls (200 yards); 3, J. M. O'Malley (75 yards); 4, H. H. Wright (75 yards); 5, R. L. French (1 3/4 Indian) (scratch). Time, 4:38 4-5.

Five mile pursuit race—Heats of three miles—First heat—Rhine beat Le Count. Time, 5:22. Second heat—French beat Smoot. Time, 4:58 2-5. Third heat—McNevin beat O'Malley. Time, 4:58 3-5. Fourth heat—Horenburger beat Curtiss, who fell on first lap; Horenburger called off at end of mile. Fifth heat—H. H. Wright beat E. M. Coates (2 3/4 Columbia), who broke exhaust valve in first mile. Sixth heat—Walls beat Gliesman. Time, 5:24 1-5. Final—1, French; 2, Rhine; 3, O'Malley. Time, 8:08 3-5.

One-mile trials for track record—1, Fred C. Hoyt, Springfield, Mass. (1 3/4 Indian); time, 1:31 1-5; 2, R. L. French, Baltimore (1 3/4 Indian), 1:36 4-5; 3, H. H. Wright, Cambridge (1 3/4 Indian), 1:38 4-5; 4, John McNevin, New York (1 3/4 Rambler), 1:40; 5, H. A. Rhine, Washington (1 3/4 Thoroughbred), 1:40 4-5; 6, J. W. White, Newark, N. Y. (1 3/4 Light), 1:41 3-5; 7, F. W. Horenburger, New York (3 1/2 Marsh), 1:46 1-5.

## ONE PINT FUEL ECONOMY TEST.

|                                                                                                                                                                                                                       |                        |                       | Miles. | Yards. |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------|--------|--------|
| 1..F. A. Baker.....                                                                                                                                                                                                   | Brooklyn, N. Y.....    | Indian .....          | 1 3/4  | 31     |
| 2..G. B. Gibson.....                                                                                                                                                                                                  | Westboro, Mass.....    | Indian .....          | 1 3/4  | 28     |
| 3..W. H. Latham.....                                                                                                                                                                                                  | Brookline, Mass.....   | Yale-California ..... | 2      | 22     |
| 4..S. J. Chubbuck.....                                                                                                                                                                                                | Toledo, Ohio.....      | Yale-California ..... | 2      | 21     |
| 5..P. M. Smoot.....                                                                                                                                                                                                   | Washington.....        | Thoroughbred .....    | 1 3/4  | 17     |
| 6..J. F. McLaughlin.....                                                                                                                                                                                              | New York.....          | Tribune .....         | 2 1/4  | 15     |
| 7..H. A. Rhine.....                                                                                                                                                                                                   | Washington.....        | Thoroughbred .....    | 1 3/4  | 15     |
| 8..Geo. N. Holden.....                                                                                                                                                                                                | Springfield, Mass..... | Indian .....          | 1 3/4  | 11     |
| James Mayo, Pottstown, Pa. (2 h. p. Mayo); H. A. Gliesman, New York (1 3/4 h. p. Rambler), and John McNevin, New York (1 3/4 h. p. Rambler), were disqualified early in the contest for pedaling more than 100 yards. |                        |                       |        |        |
| Baker's time, 1 h. 16 m. 39 s.                                                                                                                                                                                        |                        |                       |        |        |



# WILL CONTROL RACING—110 POUNDS LIMIT APPROVED

**Decision Reached at F. A. M. Annual Meeting—Simple Amateur Rule Outlined—Hendee Startled Meeting by Suggesting 80 Pound Limit—Official Badge and Uniform Provided for—Officers Elected.**

The annual business meeting of the Federation of American Motorcyclists at Cambridge, Md., which occurred on the evening of July 8, did not lack interest, animation or results. Indeed, the results are of far reaching importance, and are shaped to greatly influence both the sport and the industry. They include a determination to assume jurisdiction over motorcycle racing of all sorts on January 1 next, and a similar determination to enforce the much discussed 110-pound weight limit.

Action on these two important matters followed the election of the following officers: President, R. G. Betts, New York (re-elected); vice-president for Eastern District, Herbert L. Marsh, Hackensack, N. J.; vice-president for Southern District, H. A. French, Baltimore, Md.; vice-president for Pacific District, Louis H. Bill, San Francisco; secretary, Henry J. Wehman, Brooklyn (who acted as temporary secretary of the meeting); treasurer, Dr. G. B. Gibson, Westboro, Mass. (re-elected). The vice-presidency for the Western district was left open, and will be filled by appointment. The elections were unanimous in each instance.

The proceedings of the meeting were shaped largely by the president's report, which proved an interesting document. In it Mr. Betts spoke rather bitterly of men who had accepted office and proved merely ornamental, and pointed out the necessity of selecting real workers. He called attention anew to the excellent results of the federation's efforts in New York and Maryland, and termed "monumental achievements" the passage of the two laws which exempt motorcycles from the operation of the automobile laws.

He paid high tribute to Mr. Alex. Schwalbach, chairman of the committee of legal action, and Mr. Howard A. French, of Baltimore, for the services they rendered. He stated that the committee on legal action was already moving to obtain relief in Pennsylvania, and that similar efforts were in prospect in New Jersey and Massachusetts.

The president also called attention to the three medals of honor which the executive committee had instituted, and stated that in their way these awards established a "hall of fame" that ultimately would attain full appreciation. He advised the adoption of an official emblem badge and also an official uniform or cloth, adding that Messrs. A. G. Spalding & Brothers had interested themselves in the subject and were prepared to help the federation in every way possible.

The need of a medium of inter-communication, he stated, was imperative. The secretary had been instructed to communicate with interested people, but had failed to do so, and his (Betts') position as a publisher was such that he did not feel he could consistently undertake the task of effecting an arrangement of the sort.

That part of his report dealing with the racing situation and the 110-pound limit was as follows:

"The racing situation has assumed a shape that calls for immediate and resolute attention. It is not too much to say that motorcycle racing is in almost a chaotic state. In order to discover what, if anything, the N. C. A. could or would do for us, I last year joined with those who urged that we not assume control. The year has proven that our interests can best be served by assuming the responsibility for and the protection of that which is essentially our own. Motorcycle events have been held in conjunction with both automobile tournaments and bicycle race meets at the pleasure of the various promoters, and practically without regard to rules or regulations of any kind. Amateurs and professionals have competed in the same events at their pleasure and without punishment. Pace-making "monsters" have been and are being pitted against machines of normal construction. No effort has been made to evolve a basis of handicapping to encourage motorcycle events. With all respect for the National Cycling Association, I cannot discover that any one connected therewith has any particular interest in or knowledge of the requirements of motor bicycles, or that any effort has been made to learn these requirements. Accordingly, I feel that the time is ripe for us to take over and administer everything in the form of motorcycle competition, and to frame rules for its control and regulation.

"It occurs to me that the happiest place at which to draw the line between the amateur and the professional rider would be to insist that the former shall not race for cash or follow racing as a means of livelihood, or sell his prizes. If the Federation joins in this view, I hope that into the care of whoever the trust may be committed will take their stand so firmly that it can never be questioned. I would not permit an amateur to transgress the three simple rules outlined, or flock at will from one class to the other. The way of the transgressor should be made hard by a predetermined and preannounced system of sentences for each violation, and

I would make the sentences so heavy that no man would think twice before rendering himself subject to them. He would think three several times.

"In line with the belief that racing deserves our attention, your executive committee adopted resolutions requesting the National Cycling Association to establish a limit of 110 pounds for machines to be used in open races, and to establish the same limit and also to accept no records made on motor bicycles of greater weight. These resolutions were not adopted without exhaustive discussion. When they were first submitted, the leading official of the N. C. A. pronounced them "reasonable." Since then the criticism which your executive committee anticipated, materialized. It has affected the views of the N. C. A., as I have reason to believe. However that may be, my belief is not shaken that the 110 pound limit will ultimately prove one of the very wisest provisions enacted, and I hope it will be enacted at this meeting.

"That it has given rise to considerable misunderstanding is not strange. Most of the misunderstanding is due to a not careful reading of the resolutions themselves. With scarcely an exception, all critics of the resolution suggest that two classes be established, apparently unmindful of the fact that that is exactly what the resolutions do establish. They establish a class of 110 pounds, and recommend that 110 pound limit apply to open events, in order that the man who enters such an event may henceforth know that he will not be pitted against machines of unlimited weight or power, and not of his class. Of necessity, a limit must be drawn somewhere. It was drawn at 110 pounds, because that is the limit recognized abroad, and it assures recognition of our records by the foreign authorities. As it is today, the table of American motorcycle records as constructed by the N. C. A. is monopolized by the achievements of pedal-less four cylinder machines, such as should not be permitted to be established, because they are not of practical value.

"That the resolutions might cause discomfort we realized. For that reason we recommended that the limit be not enforced until after January 1 next—ample time, it would seem, for any of those whom it might affect to lay their plans accordingly. We must have real racing, and not runaways, such as are so general in the case of automobiles, if motorcycle racing is to endure and to become popular.

"If, by any chance, the 110 pound limit



should influence the construction of motor bicycles for road use, your executive committee does not believe it will be an influence for ill. Personally, I am quite ready to go on record as believing that ultimately motorcyclists and the motorcycle industry, despite present opinions, will return to thank us for our effort to direct them to the path which we believe they should travel."

In line with Mr. Betts's advocacy of the control of racing was the communication of the Pacific Coast Motorcyclists, placing L. H. Bill in nomination for vice-president of that district. The letter expressed hope that the F. A. M. would assume control of racing, and pledged the allegiance of the Pacific Coast. When the subject was taken up and discussed it was found that the meeting was practically of one mind.

After Messrs. French, White, O'Malley, Le Compte, Gilesman, Hoyt and others had expressed their views, the temper of the meeting was crystalized by Geo. M. Hendee, of Springfield, Mass., who, after stating that as last year, he advised that the F. A. M. refrain from the control of racing for at least twelve months, he now felt that the time had arrived when it was advisable to assume jurisdiction over the sport. Accordingly, he moved it as the sense of the meeting that the F. A. M. assume jurisdiction over all forms of motorcycle competition on January 1 next, and that the competition committee be instructed to frame rules for its regulation, and that the N. C. A. be formally notified of the F. A. M.'s action in the matter. The motion was seconded by half a dozen different men, and was carried without a dissenting voice. Before passing some one remarked audibly "that it might involve a fight." It brought the quick response, "Then let's fight," from two or three of those present.

The discussion of the proposed 110-pound limit was lengthy and interesting. The manner in which the executive committee, through the report of the president, evinced a disposition to force the issue to a final conclusion. Mr. Betts stated, however, that although believing itself in the right, the committee was not hide bound or disposed to take snap judgment, being, if anything, more interested in the opinions of those who opposed the proposed weight limit than of those who favored it.

The ensuing discussion was largely a repetition of the old familiar arguments, and brought out little that was new. The speakers against the weight limit nearly all urged the establishment of two classes, and spoke as if the limit barred machines of more than 110 pounds from competition, although it was as repeatedly pointed out that this was not the case, and that they were barred only from the record table. G. H. Curtiss, of Hammondsport, N. Y., thought there should be two record tables, if need be, although he personally did not think Americans should be influenced by French or other foreign standards or foreign ideas. He thought the proper arbiter was the public. When asked who or what constituted the public he was at a loss

for an answer, and when it was remarked that the F. A. M. stood for the public, he sat down. Dr. S. D. Bashore, of Palmyra, Pa., flouted the suggestion of two record tables, and also that America should proceed without regard to the opinions and experience and standards of the rest of the world. When studying to be a physician, he said, he had been required to employ the metric system, and he employed it not because he so wished, but because it was practically the standard of the world.

While favoring light weight motor bicycles and believing them the machines of the future, A. J. Banta did not think anything should be done that would embarrass manufacturers. J. M. O'Malley, Hartford, Conn., spoke in the same strain. He said that the Pope model for 1905 had been already completed, and that it weighed even more than their present machine. Will Goodman, of Springfield, Mass., a rare good road rider without trade affiliations, interrupted bluntly to remark that he wanted a motor bicycle that he could lift without dislocating his arms or his back.

J. W. White, of Newark, N. J., had a particularly clear grasp of the situation. He said that the enactment of the 110-pound weight limit meant simply that if manufacturers desired their machines to figure in the record table they must do what bicycle manufacturers had always done, i. e., produce a racing model. If they were sufficiently interested he knew they could do it, and would do it. If they were not so interested the weight limit was of little or no concern to them, since it dealt only with racing machines.

Responding to urgings, George M. Hendee said he had not intended to speak on the subject at all. The proposed weight limit, he went on, greatly concerned him as a manufacturer of motor bicycles of less than 110 pounds because it fostered and encouraged competition in his particular field, and thus made his way harder. Despite the fact, he said, he favored the limit of 110 pounds because he believed it would accrue to the increase and interests of motorcycling. He then took the meeting into his confidence and made his audience fairly gasp for surprise. When the limit was first broached, he stated that he had discussed the subject with Oscar Hedstrom, and they had agreed that if it were left to them to fix a standard they would place it, not at 110 pounds, but at eighty (80) pounds.

The effect of this statement was almost electrifying. It was made so quietly that for a moment its effect was not realized. When the force of it made itself felt on the attendance, men looked at each other, and an animated buzzing swept the room. A. J. Banta arose and said something about such construction requiring the use of high-speed engines, and Oscar Hedstrom retorted that almost any one who so willed could build a motor bicycle of the sort, but their tilt was to no purpose.

After W. G. Le Compte, Cambridgeport,

had stated that he had come to the meeting prepared to oppose the 110 pounds limit and had been converted, H. A. Gliesman, New York, finally took the bull by the horns and moved the establishment of the two classes and record tables for each—Class A for motorcycles of 110 pounds and under, and Class B for motorcycles of more than 110 pounds.

The vote was so close that the chair was unable to decide, and a rising vote being called for the count showed that Gliesman's motion was lost by two votes. The result was a surprise to both sides, and after adjournment several members who had absented themselves from the meeting were heatedly taken to task by their fellows.

Following the defeat of Gliesman's motion, a motion was made that the action of the executive committee in favoring and recommending a weight limit of 110 pounds for records and open races be ratified and that the competition committee be instructed to act accordingly. It passed without a dissenting vote, but not until F. C. Hoyt and others had pointed out that the word "open" was misleading and likely to cause confusion, inasmuch as the term is generally accepted as meaning open to all classes of men and machines. President Betts said that if the competition committee was able to find a more appropriate designation, the executive committee would interpose no objection; that its sole object was to encourage racing by giving men foreknowledge of the manner of machines they would be called on to compete with, and to help assure the public that something had been done to assure equal contests and therefore interesting racing.

The matter of an official organ was next thrashed out, and on motion of J. W. White, Newark, N. J., the executive committee was instructed to endeavor to affect and arrange with the publishers of the *Bicycling World* to the end of supplying the members with that publication, which White said was the only one devoting real attention to motorcycling.

Mr. Le Compte (Maryland) said the matter of suitable garb was a pressing one—that comparatively few riders knew what was best to wear. He therefore moved the appointment of a uniform committee—a motion that was quickly carried, and following the usual vote of thanks, the meeting adjourned.

#### Sets New Task for Motorcyclists.

The New York Motorcycle Club will conduct an open run from New York to Philadelphia and return on a Sunday of next month. The exact date will be fixed later. A time limit of fourteen hours will be established, and medals be awarded to all who complete the journey within that time. The New York club has also appointed a committee to consider and report on the feasibility of a race meet on Labor Day.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. \*\*\*



## TOOK TO THE WATER

### Choptank Proves Source of Enjoyment at F. A. M. Meet—Disappearing "Nourishment."

There was not a great deal of time left for merrymaking at the F. A. M. meet at Cambridge, Md., on Friday and Saturday of last week. With the racing occupying all of both afternoons and the business meeting occupying all of Friday evening and a part of the night, there was little opportunity for anything else; and perhaps it was well that it was so. To tell the truth, the programme of entertainment went sadly awry. The launch ride on the Choptank River was carried out, but that was about all. The peaches and cream run was declared off because neither peaches or cream had been provided. Instead several kegs of frothing liquid nourishment had been substituted, and the feature of its absorption was its effect on a carpenter engaged on a nearby barn. He was invited to partake and partook so bounteously that he was scarcely able to tell a hammer from a saw. Incidentally, some of the New York delegation had shipped six cases of the same nourishment in bottles to prohibition Cambridge, but when the New Yorkers claimed their own it was found that prohibition Cambridge has a keen nose and exceeding thirst. What the New York men found was two cases of bottled nourishment and four cases of empty bottles.

The oyster and crab roast was declared off because a short, spiteful rain the evening previous "probably had made the roads too bad." The straightaway trials were abandoned because there was none to show the way to the appointed road, and one stretch that the visitors discovered was found to be too uneven for safety. The Choptank River, a broad, half-salt stream of delightful temperature and with a hard, safe beach, left a pleasant memory. Most of the visitors spent their forenoons in it, and the bathing was that delightful that nearly all agreed that it alone was worth the trip to Cambridge. The merriest hours of the meet were spent in the water. Holden, Hoyt, Hedstrom and all of the Indian tribe, save Hendee—the doctor forbade him the water because of his ray and bandaged hands—O'Malley, Bernard and the others of the Columbia crew. Banta and McNevin, the Rambler men, washed away the sins and dust of the endurance contest and dived off the same raft with Referee-President Betts. The three tourists who refused to let the sands of Delaware conquer them, Toepel and Nickerson, of New York, and Dr. Bashore, of Palmyra, Pa., swam with Horenburger, Malloy, Chidester and the others who were "out for pleasure and knew when it became work," and Toepel, with his one arm, could swim as well and cut as many antics as any

of them. Howard French and his brother Bob, from Baltimore, said there was no such bathing near Baltimore, and Mattern, the Reading Standard's sales manager, said, as he dangled his legs from the raft, that the maps would prove that there are no salt water swimming holes near Reading. A couple of photographers lurked around the beach for several hours, hoping to snap O'Connor, of Hartford, and Dr. Bashore in company, but though the latter was there the Hartford lad preferred the woods to the water. The picture of the pair in bathing trunks was worth seeking. The doctor is about 5 feet tall and weighs about forty pounds per foot; O'Connor is 6 feet-three and built like a lath. The Philadelphia contingent—Krauss, Mohr and Wright—was much depressed by the telegram received

### The Long and the Short of the F. A. M. Meet.



J. J. O'CONNOR AND DR. S. D. BASHORE.

by William Thomas, one of their party, advising him of the death of his young son, due to his being run over by a wagon. Mr. Thomas, of course, left for home immediately.

### Wiley Wins at Lawrence.

The ten-mile road race at Lawrence, Mass., on July 9, was won by George Wiley, of Revere, his time being 25 minutes. The time prize went to H. Champey, of Lawrence, in 24 minutes 22 seconds. The order of finish was as follows: George Wiley, Revere; Owen Gorman, Woburn; Hugh McPartlin, Woburn; Dubois Thier, Lawrence; Jerry Beaudoin, Lawrence; Wilfred Boisvert, Salem; Emil Breakvelt, Lawrence; E. Maley, Haverhill; Wilfred Berube, Lawrence; J. F. McPartlin, Woburn; J. W. Hanson, Lawrence; William Walters, Methuen; H. W. Crompton, Graniteville, and Joseph Stuer, Lawrence.

## WALTHOUR'S QUICK RECOVERY

### Proves That Injuries Did Not Affect His Speed by Winning Easy Victory.

Robert Walthour has made a marvellous recovery from the effects of the accident at the Stadium track, in Atlanta, on June 30, and started training again last Saturday. Walthour was competing against Munroe and de Guichard when he was thrown from his bicycle against two of the posts which surround the track, with sufficient force to break the heavy 3x6 inch pine posts as if they were pipe stems.

It was feared at first that he had broken an arm, two ribs and his collar bone, but this was a mistake. His collar bone was broken, but his strong constitution and almost perfect physical condition enabled him to make the rapid recovery. When he started training again last Saturday at the Stadium track, he did not try to make any fast time, but covered several miles at a good pace.

When he left France in June, he signed a contract to return to Europe early in August, and he hopes to race against James Moran in Atlanta before going abroad again. He considers the "Chelsea Milkman" the best of the pace followers riding in the North, and hopes to go to France with a defeat of Moran to his credit, which would give him the title of American champion.

Last night he rode his first race since the accident, when he defeated Bennie Munroe and Basil de Guichard at the Stadium track in Atlanta. The first heat was ten miles, and Walthour won in 13 minutes 55 4-5 seconds. The second heat was five miles, and Walthour won by a lap in 7 minutes 6 2-5 seconds.

### Moran Wins as Usual.

There were to have been seven starters in the 25-mile motor paced race which was run at the Charles River Park track on the night of July 4, but MacLean's accident in the afternoon prevented his riding, and he watched the contest from the grandstand. Moran won the race from Nat Butler by one lap, the latter being a lap ahead of Stinson, who was third. Mettling, Caldwell and Sulkins finished in the order named. Caldwell and Sulkins were without pace for several miles. Stinson led for the first two miles, but Moran took the lead after that, and was never headed, his time for the 25 miles being 35 minutes 18 4-5 seconds.

### Results of Toledo Races.

The Toledo Cycling and Motor Club ran two events on July Fourth on the fair grounds at Toledo. The five-mile motorcycle race was won by Alfred Oberwegner. Roy Robbins was second, Ray Samberg third, and James Stegman fourth. The time was 9 minutes 37 seconds. The two-mile bicycle race was won by Ora Hitchcock in 4 minutes 50 seconds. E. Davies was second, William Gaul third, Obed Hamilton fourth and B. Chapman fifth.



## CYCLISTS MAKE PROTEST

**They Speak Out Against Proposed "Improvement" of Boulevard Lafayette.**

Cyclists were conspicuously to the fore in New York last Tuesday, when a hearing was held in the City Hall on the question of the proposed improvements on the Boulevard Lafayette. The automobilists and road drivers, in common with the cyclists, had put themselves on record as opposed to the plan proposed for the improvement, but neither of these classes of road users was represented at the hearing. A messenger from the office of W. W. Niles, who is counsel for the Automobile Club of America, appeared at the hearing and said that Mr. Niles was coming and asked that those present wait for him, but there was no waiting. Bicyclists were ably represented, however, by former Algerman Joseph Oatman, president of the Associated Cycling Clubs of New York, and R. G. Betts, president of the Federation of American Motorcyclists, who were both on hand and uttered protests against the scheme.

The official plan as laid out by City Engineer Webster was to widen the present thirty-foot driveway by ten feet, and make it forty feet wide, from 158th street to 165th street, to build on a terrace above it a bridle path forty feet wide and on a second terrace a wagon road forty feet wide for local traffic.

Mr. Oatman and Mr. Betts both objected to this plan on the ground that it would be unfair to give a forty-foot road to such a small class as equestrians, while confining all other classes of traffic to a forty-foot roadway. Mr. Betts argued that the main drive should be as wide as possible, that no bridle path was needed, and that the boulevard should be laid out with lawns and trees between the drives and walks, similarly to Drexel Boulevard, Chicago, in order that the travel in opposite directions be separated. Mr. Oatman submitted two substitute plans calling for a main driveway, fifty-five feet wide, a bridle path twenty feet wide, and a wagonway thirty-five feet wide. In one plan the bridle path was shown on the same grade with the main drive, and in the other it was kept on a separate terrace.

A lawyer representing some property owners advocated the immediate adoption of the official plan. The Washington Heights Board of Improvement, before whom the hearing was held, decided that they would settle the question in executive session.

To enforce the rule requiring members to wear their uniforms when riding on the road, the New York division of the Century Road Club of America has decided to impose a fine of ten cents on members caught riding without their uniforms.

## Adee's Run of Ill Luck.

D. M. Adee, the veteran of many century runs, club rides, parades and other events, first vice-president of the Century Road Club Association, and an indefatigable worker in the cause, is now confined to the house by injuries sustained in an accident that he met with last Saturday. Since 1868, on velocipede, boneshaker, high wheel and safety, Adee has been always a careful rider, and it was not until last week, at a time when he was well past the half century mark of years that he met with a serious mishap on the road. It seems as if the saying of "it never rains but it pours," is being proven out in the case of Mr. Adee, for recently misfortunes have been running in a close series with him, he having had two deaths in his immediate family, after passing through a critical illness himself.

On last Saturday Mr. Adee was riding on the Merrick Road through Rockville Centre, when he came to a place where there was a big puddle on one side of the road and a wagon standing on the other side. Adee, going very slowly and with care, was picking his way between when a touring automobile came up behind and in trying to pass the cyclist skidded in the mud and hit him. Adee was thrown under the car and his wheel wrecked. He was badly cut about the arms and face, and one leg was scalded. Fortunately, he was not run over by one of the wheels. A. M. Heintzheimer, whose automobile it was, took Mr. Adee in his car to Dr. Hutchinson, and after his injuries were dressed he was taken home. The automobilist admitted that it was entirely his fault and said he would pay all costs.

## One-Legged Cyclist's Long Ride.

A one-legged Queensland, Australia, cyclist named Kiff has just achieved a remarkable performance, having ridden from Rockhampton to Sydney, a distance of over one thousand miles. The trip was accomplished in twenty-eight days, inclusive of stoppages. On one occasion the rider was lost in the bush for fifteen hours. Admiring his pluck, the people in the homesteads at intervals along the route treated him royally.

The machine on which he rode was geared to 80. Many riders find this gear too high for a long journey, but Kiff explains that, having only one leg, he is compelled to use a high gear, as a low one tires him quickly. Kiff intends to race in open events in Sydney.

## Tampa Holds a Road Race.

Considering the rough nature of the road, good time was made in the eight mile road race held at Tampa, Fla., on July 4. John Mathers, with a handicap of four and a half minutes, was first, and L. C. Hanna, also a four-and-a-half-minute man, finished second. Olin Fielding took third place and time prizes from the two minute mark.

Thomas Jackson and J. D. Hanna, two scratch men, put up a close finish for time honors, Jackson winning in 22 minutes and 5 seconds.

The prizes offered were very attractive.

## ENFORCING SIDEPATH LAW

**Long Island Deputies Make Recreants Buy Tags, but Officers go Tagless.**

More attention seems being paid to the enforcement of the sidepath law on Long Island this summer than was the case last year. While this apparently is due in part to the activity of the deputy sheriffs in apprehending fast driving automobilists, it is none the less a benefaction.

Last year the cycle paths were in poor condition generally, and little money was being raised for their maintenance, for they were being used by hundreds of riders who had a tag of the year before on their wheels, or no tag at all. This summer the deputy sheriffs who are out on the road trapping reckless automobilists have taken the notion of combining their work with the guarding of the sidepaths. While waiting along the highway for the motorists they keep an eye on the cyclists, and when one comes along on the path without any 1904 tag on his wheel he is halted and given the option of buying a 50 cent license tag, or going before a justice and paying a \$5 fine. Many sidepath tags are being sold in consequence, for the deputies do not like to take chances, but carry a bunch of tags in their pockets and put them right on the wheels of the recreant. Burtiss F. Mott, of Babylon, is one of the most active of the deputies in Suffolk County, and he patrols the roads and sidepaths on his bicycle all the way from Babylon to Sag Harbor. Occasionally he is found, as he was last Sunday, in company with a couple of other deputies co-operating in the timing and arrest of automobilists. When no automobile was coming along and a cycle was the deputies looked it over and if it had no 1904 tag one of them would step on to the sidepath in front of the wheelman and drawl out: "You'll have to get a new tag for that wheel."

Mott says that he found quite a few who were mean spirited enough to say that they would keep off the paths and ride on the road if he would let them go, but he found that they would simply take to the road till they got out of his sight and then return to the paths, so now if they don't buy a tag he puts them under arrest for the offence already committed, and does not let any one go with a warning.

The curious feature about this enforcement of the law is that the deputies themselves are law-breakers, while they arrest others for the same offence. There is nothing in the statute exempting deputy sheriffs who ride bicycles from buying license tags, yet a Bicycling World man noticed that the wheels of Mott's companion deputies did not have tags on them last Sunday while they were operating at Bayshore.



## EX-CANUCK IS CHAMPION

**McNeil, a Boston Amateur, Sweeps Boards in Canadian Meet at Fredericton.**

J. A. McNeil, once of Charlottetown, Prince Edward's Island, but now a resident of Boston, proved a great surprise at the Dominion Day races in Fredericton, N. B., on July 1, when the Canadian Wheelmen's Association championships were decided. McNeil was one of the best of the Boston amateur racing men last year, and was asked to register as a professional by the N. C. A. board of control in March of this year, but later succeeded in convincing the cycling authorities that he had not transgressed the rules and his amateur standing was restored.

In the championship races McNeil won the one and five mile events, and was second in the half-mile contest. He also won the one-mile open and the one and two mile handicaps from the scratch mark. He had to ride under protest, as some of the other competitors claimed that he was a resident of Boston. W. E. McCarthy, of Stratford, Ontario, was protested against in the novice event, which he won. The protests against McNeil and McCarthy will be decided by the executive committee of the C. W. A. Louis Rubenstein, of Montreal, acted as referee. Summaries:

One-mile novice—Won by W. E. McCarthy, Stratford, Ont.; George Colwell, Fredericton, second; Alex. Reid, St. Stephen, third. Time, 2:59½.

Quarter-mile championship—Won by W. Morton, Toronto; — Smith, Windsor, N. S., second; Edward Inch, Fredericton, third. Time, 0:33 1-5.

Half-mile championship—Won by W. Morton, Toronto; J. A. McNeil, Boston, second; F. R. McCarthy, Stratford, third. Time, 1:16¾.

One-mile championship—Won by J. A. McNeil, Boston; W. Morton, Toronto, second; W. E. McCarthy, Stratford, third. Time, 3:20 4-5.

Five-mile championship—Won by J. A. McNeil, Boston; W. E. McCarthy, Stratford, second; F. R. McCarthy, Stratford, third; W. Morton, Toronto, fourth. Time, 14:05½.

One-mile handicap—Won by J. A. McNeil, Boston (scratch); W. E. McCarthy, Stratford (scratch), second; F. R. McCarthy, Stratford (scratch), third. Time, 2:26½.

Two-mile handicap—Won by J. A. McNeil, Boston (scratch); W. E. McCarthy, Stratford (40 yards), second; W. Morton, Toronto (scratch), third. Time, 5:21¾.

One-mile open—Won by J. A. McNeil, Boston; F. R. McCarthy, Stratford, second; W. E. McCarthy, Stratford, third. Time, 2:39 4-5.

One-mile, boys' race—Won by George Colwell, Fredericton; Dever, Fredericton, second; Gorman, Fredericton, third. Time, 2:54½.

## Novice Wins Ontario Championship

The amateur championships of the Province of Ontario were held on Dominion Day, July 1, at Iroquois, and W. J. Armstrong, of that city, made a clean sweep of the card, winning the mile novice and the three championship contests. The track was in fine condition, and the races were witnessed by a large number of spectators. Summaries:

One-mile novice—won by W. J. Armstrong, Iroquois; W. Eastwood, Stratford, second. Time, 2:34.

Quarter-mile championship—Won by W. J. Armstrong, Iroquois; W. E. Andrews, V. B. B. C., Toronto, second; B. T. Mitchell, I. C. B. U., Toronto, third; W. Eastwood, Stratford, fourth. Time, 0:35.

Half-mile championship—Won by W. J. Armstrong, Iroquois; W. E. Andrews, V. B. B. C., Toronto, second; W. Eastwood, Stratford, third; B. T. Mitchell, I. C. B. U., Toronto, fourth. Time, 1:12 4-5.

One-mile championship—Won by W. J. Armstrong, Iroquois; W. Eastwood, Stratford, second; B. T. Mitchell, I. C. B. U., Toronto, third; W. E. Andrews, V. B. B. C., Toronto, fourth. Time, 2:47.

## Seven Thousand at Baltimore Meet.

Nearly seven thousand spectators turned out to witness the bicycle and motorcycle races which were run at Electric Park, Baltimore, on July 4, under the direction of Howard A. French. Frank Starbuck was one of the timers and Howard A. French acted as starter. The team pursuit race between representatives of the American and Paterson Wheelmen was won by the latter team. The race was to have been an unlimited one, but the Paterson team—J. H. Mosher, William Warmbold and H. B. Mosher—caught the Americans in the second half mile of the contest. The members of the defeated team were Robert H. Shanklin, William H. Kanne and William Morris. Shanklin fell in front of the grandstand and his two team mates gave up the race. Charles Helsterman received a handicap of 20 seconds over Raymond Thomas, the only other starter in the five-mile motorcycle handicap, but Thomas caught him in the fourth mile, and won the race in 6:40. The one-mile novice was won by Robert L. Shanklin, of the American Wheelmen, in 2:32 4-5. A. Kimble was second and H. Schlegel, third.

## Reading Riders Score at Jersey Shore.

In an interesting fifteen-mile road race between Jersey Shore and Williamsport, Pa., on July 4, the following out of thirty who finished were awarded prizes: William Bewley, of Reading, first, time, 47:40; Charles Beechert, Reading, second, 47:42; John Good, Williamsport, third, 47:48; Harry Bewley, Reading, fourth, 48:31; W. H. Jarrett, Williamsport, fifth, 49:54; Budd Moore, Williamsport, sixth, 50:14; J. E. Landes, Reading, seventh, 50:25; Charles Nussbaum, Williamsport, eighth, 50:33; William Knauss, Williamsport, ninth, 51:20; Harry Ealer, Williamsport, and M. G. Moore, Dubois, tenth, 51:55. The best previous time on this course was 56 minutes flat.

## POT HUNT AT VINELAND

**New Yorkers in Search of "Pickings" Visit Jersey Town and Reap Reward.**

Some New York and Brooklyn "pot hunters" journeyed to Vineland, N. J., to ride in the July Fourth races, and they won most of the prizes, Schwab, of the Roy Wheelmen, New York, taking the open race, and J. H. Bennett, of Brooklyn, winning both handicaps. Spills were numerous, and A. Mori, of Vineland, had a nasty fall in the five-mile handicap. Summaries:

One-mile novice—Won by Carl Brown, Atlantic City; R. Walsh, Vineland, second; C. Sutton, East Creek, third. Time, 2:35.

One-mile open—Won by Oscar Schwab, Roy W., New York; A. Mori, Vineland, second; Joseph Rockowitz, Brooklyn, third; Carl Brown, Atlantic City, fourth. Time, 2:23.

One-mile handicap—Won by J. H. Bennett, Brooklyn (60 yards); E. Broomfield, Atlantic City (65 yards), second; Carl Brown, Atlantic City (80 yards), third; Joseph Rockowitz, Brooklyn (20 yards), fourth. Time, 2:20.

Five-mile handicap—Won by J. H. Bennett, Brooklyn (60 yards); Oscar Schwab, Roy W., New York (25 yards), second; E. Bloomfield, Atlantic City (175 yards), third; Joseph Rockowitz, Brooklyn (40 yards), fourth. Time, 13:53.

## Board of Appeals Reinstates Ernst.

Fred Ernst, the Rochester (N. Y.) rider, who has been racing as an amateur for several years, will again compete in the ranks of the "pures" this season. Last March Ernst, with many others, was asked to register as a professional by the N. C. A. board of control. Ernst tried to convince the board of control that he had been unjustly transferred, but was not successful. He then brought his case before the N. C. A. board of appeals, and last week received the following letter, dated July 5, from Abbott Bassett, chairman of the N. C. A. board of appeals:

"Your appeal from the decision of the board of control, N. C. A., has this day been unanimously sustained by the board of appeals, and your amateur status remains unimpaired."

Ernst will continue to train at the Vailsburg track, and will be a competitor at the races at the St. Louis Exposition during the first week in August. He and Marcus L. Hurley, of the New York Athletic Club, will go to England to compete in the world's amateur championships, which will be run at the Crystal Palace track, in London, early in September.

## Dangla's Injuries Prove Fatal.

Death claimed Paul Dangla, the well-known French pace follower, on June 22. As was reported in last week's issue, Dangla was injured in a 75 kilometer race at Magdeburg, on June 12.



## STINSON WAKES UP AT LAST

**Hero of a Hundred Falls "Downs Butler and Wins Ten Mile Heat Race.**

W. C. Stinson, of Cambridge, the "hero of a hundred falls," came to life last Tuesday night at the Charles River Park track, in Boston, and won the three cornered ten-mile heat paced race from Nat Butler and James Moran, while his applauding parents looked on. The men followed 14 horsepower machines, and Butler and Moran rode in the first heat, Saunders pacing Butler and Moran following Turville. Moran had the better of the start, but dropped his pace in the first mile, and riding to the judges' stand, said the roller on his pacing machine was loose. Butler kept on riding until called from the track at six miles, after being awarded the heat by the referee. Butler's first mile was 1:14 4-5, and his time for six miles was 7:54.

Moran rode against Stinson in the second heat, Stinson being paced by Hunter. Stinson went to the front at the start of the heat and was never headed, though Moran tried repeatedly to pass him. On the fourth mile Moran had a nasty fall, but escaped serious injury, as he was able to walk to the training quarters. Stinson continued to ride until called from the track by the referee at the end of six miles, his time for the distance being 7:33 2-5.

Stinson and Butler met in the final heat, Stinson having the pole and getting ten yards the better of the start. Butler made many attempts to pass Stinson, but was never fast enough to succeed. In the fifth mile Butler managed to get within five yards of his opponent, but that was as close to him as he came during the heat. Butler was shaken off his pace in the last mile, but less than ten seconds after Stinson also lost his pace. The latter had called to his pacemaker for more speed, and when Hunter turned on the power the noise made Stinson think a tire had exploded, and he fell back. Butler regained his pace and tried to catch Stinson, but the latter caught his machine after a great unpaced effort. Butler lost his pace again after Stinson got going, and the latter won by half a lap. The time for the ten miles was 12:25. The third mile was the fastest, being ridden in 1.12 1-5.

In the final heat of the mile amateur handicap Logan was on scratch and Lemberg, of California, and McNeil were at fifteen yards. By changing pace the trio caught the field, but Matt Downey won the race from the twenty-yard mark in 1:59 3-5, McNeil being second and Logan third. The five-mile open amateur had twenty-five starters, and there were special prizes for the leader at the end of each mile. Sullivan won the first mile, A. W. McDonald the second, D. Connolly the third and Stoughton the fourth. McKinnon went to the front at four miles and a half, with Logan at his heels. McNeil jumped as the bell rang for the last lap, and won from Downey by inches, Logan being a very close third. The time was 11:54 3-5.

## Eagles First in Newsboy's Race.

W. Eagles won the Buffalo newsboys' 15-mile handicap road race which was decided last Sunday. The time made was very good considering the wet roads. Eagles had 4 minutes handicap, and led all the way. Joe Barback won the time prize from scratch in 39 minutes, 2 seconds.

Summary:

| Finish.                 | Handicap. | M.S.  | Time. |
|-------------------------|-----------|-------|-------|
| 1—W. Eagles.....        | 4:00      | 42:33 |       |
| 2—Ed. C. Helf.....      | 1:30      | 40:31 |       |
| 3—Joe Barback.....      | *         | 39:02 |       |
| 4—S. Kiszewski.....     | 2:00      | 42:15 |       |
| 5—John Tanner.....      | *         | 40:17 |       |
| 6—Henry Adler.....      | 4:00      | 45:20 |       |
| 7—Anglo Lorenzo.....    | 4:00      | 45:20 |       |
| 8—J. F. Cwiklinski..... | 2:30      | 44:04 |       |
| 9—Gus Guren.....        | 2:30      | 44:25 |       |
| 10—George Daw.....      | 3:00      | 46:15 |       |
| 11—Ed. Paxton.....      | 4:00      | 49:00 |       |
| 12—†John Baker.....     | 2:00      |       |       |
| 13—†Charles Beck.....   | 4:00      |       |       |

\*Scratch. †Disqualified for not going to the turn.

## Motorcycles in Mt. Washington Climb.

Although arranged for two classes, the motorcycle event of the White Mountain Hill climbing contest was run in one heat on July 12. Only three contestants came in answer to the call, and they were sent away on their eight-mile journey up Mount Washington at 11 a. m. Soon after the start Arthur Bachelder (2 horsepower Metz) forged ahead of his mate, F. R. Dickinson (2 horsepower Metz), and led him by two minutes half way up the mountain. From that point Bachelder continued to gain, and finished the run in the exceedingly good time of 34:11 3-5. Dickenson finished in 52:42 2-5.

In the original programme the motorcycle races were scheduled to be decided on Thursday, but owing to the expeditious manner in which the events were disposed of they were run off Tuesday, as stated. Oscar Hedstrom had entered his Indian in the contest on Thursday, and upon wiring Referee Pardington he received word to come and make a time trial on that day. He was on hand, ready for the attempt and confident of making exceptionally fast time, especially as the road was in splendid shape. A dense fog descended from the mountain height, however, and made it impracticable to attempt any speeding. The trial was therefore called off, as the road up the mountain was closed for the season by the authorities on that day.

## Lawson Loses His First Match.

Iver Lawson, who went to Europe a few weeks ago, lost his first match race in France. He challenged Henri Mayer, winner of the Grand Prix de Paris, and the pair met at the Buffalo Velodrome on the night of July 7. The first heat was 1,000 metres, and Mayer won in 2 minutes. The second heat was 900 metres, and Mayer again defeated the American. The amateur Grand Prix, which was run on the same date as the professional contest, was won by A. L. Reed, of England, who defeated Rode, of Germany, and Debongnie, of France.

Up to the end of May last England exported 321 motor cycles, the value of which, together with parts, is represented by £14,789.

## WON BY LESS THAN A LENGTH

**25 Mile Handicap Paced Race at Boston Goes to Butler by Narrow Margin.**

Nat Butler, the veteran motor pace follower, won the 25-mile handicap paced race which was run at the Charles River Park track last Saturday, night by less than a length from W. C. Stinson. The race was one of the hardest fought contests ever witnessed in Boston, and Stinson and Butler gave a great exhibition of riding. Louis E. Mettling, the third man, received a handicap of one lap over Butler and Stinson, and Samuel Sulkins received two laps' start. The latter had trouble with his pace and was called from the track by the referee in the twentieth mile.

Butler, paced by Saunders, had the pole at the start. Stinson, back of James Hunter, was second, Mettling was paced by Turville and Sulkins by Briggs. Mettling and Sulkins had about half a lap the worst of the start. The men followed 14 horsepower motors. Sulkins lost a lap in the second mile, and in the third mile he lost the other lap he had as a handicap, leading for only the first two miles. He was ridden out and lost his pace and many laps. Mettling was a length ahead of Butler in the fifth mile, but he increased his lead to forty yards at seven miles. In the ninth mile, Mettling lost his pace and the lead. Butler assumed the leadership by passing Mettling and never relinquished it. Stinson tried repeatedly to pass Butler and get the lead, but was never able to do it.

Butler tried to pass Mettling again in the twenty-second mile and fell back a few feet from his motor. The time of the mile was 1:06 2-5. Stinson made a desperate effort to pass Butler when the latter so nearly lost his pace, but the veteran's courage enabled him to keep the lead. Stinson tried to pass Butler again several times in the last few miles, but never succeeded. Butler won by less than a length at the end of the race. A five-mile motor race was substituted for the scheduled amateur tandem handicap. Turville went to the front in the second lap, but Briggs soon took the lead away from him. Briggs's machine did not work properly and Turville again went to the front before the end of the first mile. Hunter gave the leader of a hard tussle for some time, but his machine failed him in the fourth mile. Saunders took second place when Hunter's motor failed to work, but Hunter got his machine going again and passed Saunders, taking second place in the last mile, Saunders finishing third. Turville's time for the five miles was 6 minutes 35 4-5 seconds.

Ten-mile open, amateur—Won by Matt Downey; J. J. McKinnon, second; A. W. McDonald, third. Time, 22:17. Mile prize winners, H. A. Giles, 4; A. R. Urquhart, 1; J. A. McNeil, 1; P. F. Logan, 1; E. L. Collins, 1; J. J. McKinnon, 1.



## MOTORCYCLE RACE FEATURED

**Garfield Park Track, Chicago, Scene of a Mixed Fleet—Blum Sprint Star.**

Two thousand spectators witnessed the cycle and motor bicycle races, which were held at the Garfield Park track in Chicago, on July 4. The ten-mile motor paced event was the most interesting of the races, and was won by Herman Hultgren, time prize winner of the Decoration Day road race. Oscar Koeppe, who won the Decoration Day road race, finished second to Hultgren, about three-eighths of a mile behind. John West, the veteran trainer, acted as referee.

Emil Blum was the star in the sprint races, capturing the one mile novice and the one-half mile open events. In both of these races a spill occurred, Edward Schmidt, a Milwaukee rider, going down in both instances. Fred Herbst was second in the one-half mile open, with Al Flath third.

The two-mile handicap was the best contested event, Otto Jacoby, with a handicap of fifty yards, winning in the sprint by a wheel length, with Herbst, who started from scratch, second, and Erwin Siegel, another fifty yard man, third. In the two-mile handicap tandem race, Ed Miller and Leif Jensen with a handicap of 100 yards won easily, with Blankenheim and Schlewitt second. St. Croix Johnstone won the five-mile and fifteen-mile motorcycle races. Summaries:

One-mile novice—Won by Emil Blum; J. E. Spigelhauer, second. Time, 2:29.

Half-mile boys' race—Won by Arthur Sugg; William Schlewitt, second. Time, 1:20.

Half-mile open—Won by Emil Blum; Fred Herbst, second; Al Flath, third. Time, 1:07 2-5.

Five-mile motorcycle handicap—Won by St. Croix Johnstone (1:00); Anthony Nichols (scratch), second. Time, 7:16.

Two-mile handicap—Won by Otto Jacoby (50 yards); Fred Herbst (scratch), second; Erwin Siegel (50 yards), third. Time, 4:44 3-5.

Two-mile handicap, tandem race—Won by Ed Miller and Leif Jensen (100 yards), C. Blankenheim and Fred Schlewitt (150 yards), second; Al Flath and Emil Blum (scratch), third. Time, 4:16.

Fifteen-mile motor cycle race—Won by St. Croix Johnstone (3:30); C. H. Lowell (4:00), second. Time, 21:52 2-5.

Ten-mile motor paced race—Won by H. Hultgren; Oscar Koeppe, second; Erwin Siegel, third. Time, 19:20 1-5.

A dead heat resulted in the mile race between Charles L. Schofield, a fifty-nine-year-old rider, and H. A. Fleck, a one-armed man. Time, 2:54 1-5.

At a meeting at which every club was represented, the United Cycle Clubs of Greater New York decided last Saturday night to hold at least one run every month in the year, winter and summer. On July 30, the clubs will hold a night run to **Dunton, L. I.**

## Mills Wins Motorcycle Triumph.

As is the case with so many old-time racing men, G. P. Mills, the English long distance road rider has taken to motorcycling. Probably no name is better known in the cycling world than his. He commenced his remarkable feats back in the eighties, when he rode an ordinary from Land's End to John o'Groat's, or from the extreme southwestern to the extreme northeastern part of Great Britain, a distance of some 880 odd miles. This trip, the longest and most difficult in Great Britain, is akin to the American run from San Francisco to New York, and appears to have been a favorite of Mills.

His record of 3 days, 4 hours and 46 minutes, made in 1895, withstood many attacks made upon it by motorcyclists. Finally, in 1902, E. H. Arnott made the trip on a motorcycle in 2 days, 17 hours and 45 minutes.

OUR

# CORRUGATED TREAD

DOUBLE TUBE TIRE

COSTS THE  
SAME AS THE

# SMOOTH TREAD

SOME RIDERS PREFER THEM

**MORGAN & WRIGHT**  
CHICAGO

NEW YORK BRANCH 214-216 WEST 47TH ST.

and in 1903 T. Silver rode the course in the reverse direction on a Quadrant in 2 days, 16 hours and 29 minutes. On June 30 last, Mills lowered Silver's record by nearly 14 hours, making the run in 2 days, 2 hours and 46½ minutes.

The following table is a record of runs made on various types of machines by Mills:

|                                                                | Days. | Hours. | Mins. |
|----------------------------------------------------------------|-------|--------|-------|
| 1886—Solid-tired high bicycle.....                             | 5     | 1      | 45    |
| 1886—Solid-tired tricycle.....                                 | 5     | 10     | 0     |
| 1891—Pneumatic-tired rear-driver..                             | 4     | 11     | 17    |
| 1893—Pneumatic-tired tricycle....                              | 3     | 16     | 47    |
| 1894—Pneumatic-tired reardriver..                              | 3     | 5      | 49    |
| 1895—Pneumatic-tired tandem, with<br>T. A. Edge as partner.... | 3     | 4      | 46    |
| 1904—3 horsepower motorcycle....                               | 2     | 2      | 46½   |

## Luter Enlivens San Antonio.

At San Antonio, Texas, a new activity in racing and road riding is noticeable, and in a measure it is due to the efforts of T. Alvan Luter, who is doing all he can to stimulate interest in the sport. A road race was scheduled for the Fourth of July, but had to be postponed because of rain. For Thanksgiving Day a 50-mile road race is scheduled and in the meantime a couple of shorter races will be held.

## FALLS FORCED MacLEAN OUT

**So Moran Captured 25 Mile Paced Race from Caldwell, Who Punctured.**

Hugh MacLean had two bad falls in the 25 mile motor paced race at the Revere Beach track on the afternoon of July Fourth, and had to retire in the fifteenth mile. James F. Moran won the contest in 38 minutes 44 seconds, having a lead of ¾ laps over Harry Caldwell, the other competitor. MacLean led from the start until his first accident in the fifth mile. He remounted, though covered with bruises, and rode until he ran into his pacing machine in the fifteenth mile. He shot 20 feet through the air, hit the track, and before the eye could follow his movements was on his feet dashing for the center of the oval. His speed was so great he was unable to keep his feet. As he reached the board surface inside the track he lost control of his movements and went down in a heap, only to scrape himself along more than 100 feet.

Although dazed and covered with blood and with scarce a vestige of the back of his racing shirt remaining, he got upon his feet unassisted and reached blindly for a wheel. His brother Alec, however, was close by, and, taking him by the arm, assisted him to the quarters, where he was attended by a physician. It was found that he was not injured internally, but was covered with cuts and bruises.

When MacLean fell in the fifth mile, Caldwell took the lead and kept it until Moran passed him in the thirteenth mile, while he was changing mounts owing to a punctured tire. Caldwell lost 4 laps while changing wheels, but was almost 2 laps ahead of Moran when his tire punctured. Caldwell tried to pass Moran in the last lap but lost his pace.

Summary of amateur events: Two mile "Miss and Out"—Won by J. A. McNeil; Pat Logan, second; A. W. Holbrook, third. Time, 4:37 4-5. Lap prize winners, Holbrook, 10; Cullen, 5.

Ten Mile Open—Won by A. W. McDonald; Pat Logan, second; J. A. McNeil, third. Time, 26:03 4-5. Mile prize winners, McDonald, 4; Holbrook, 1; Coffey, 1; Giles, 1; D. Conolly, 1; Downey, 1.

## Renos Win Coast Championship.

The Reno Wheelmen won the fifty-mile team relay race, which was run at Carson, Nev., on July 4th, defeating the representatives of the Oakland Wheelmen. The race was for the championship of the Pacific Coast, and the Reno team won by seven-eighths of a mile. In the third relay race of the Oakland riders met with an accident, and his opponent gained a quarter of a mile. Oakland had a lead of an eighth of a mile in the fifth relay, but Reno soon made it up. The Nevada riders were never in danger from then on.



# “Words of Others Tell the Story.”

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CHARLES N. ARNOLD,  
Merchandizer,  
12 Camp St., Norwalk, Conn.

Norwalk, Conn., May 20th, 1904.

ECLIPSE MACHINE CO.,  
Elmira, N. Y.

Gentlemen:

The “Morrow” Coaster Brake—1904 pattern—which I am now riding is a “flyer” indeed.

I thought the 1903 model left little room open for improvement, but the 1904 pattern is the “Morrow” superlative.

The elimination of all friction when pedaling ahead solves the problem of coaster-brake construction in its entirety.

This feature places the “Morrow” in a distinct class by itself to a greater degree than ever.

I have tried the device under the most unfavorable conditions possible for me to select, and I have nothing but praise to offer in its favor.

It is the freest coaster I have ever seen, and outdistances everything with which I am acquainted. In point of running quality, I consider that it runs as easily as the ordinary plain hub, not the least friction being apparent.

To sum up the situation, none of the good qualities of the 1903 model are lost—they are simply amplified to an amazing degree.

Yours very truly,

C. N. ARNOLD.



## VALUE OF VACATIONS

### Why Wisdom Dictates that a Period of Recreation Should be Given Every Worker.

"There is not an event in the life of the modern business man which he contemplates with a yearning akin to thirst more than the period of his annual vacation," says the Irish Cyclist. "We speak of the busy man, irrespective of the form of his labor, the man of much care, toil and disappointments; for none other can so realize the value of a few days' immunity from the distractions of the work-a-day life as he. The scriptural injunction against the idler—the man of listless life—who is too often the spendthrift of another's earnings, might be fittingly paraphrased and made to serve as a eulogy of his diligent neighbor. To him who labors the fruition of his toil is but the meet due, as starvation should be the lot of the other.

"There are not, however, many voluntary idlers in this present age. Somehow they don't survive or they are hidden from the gaze of their fellows. Indeed, the penalty of idleness has its own meet punishment in the lassitude of mind and body that it begets, which causes the culprit to shirk the light and to conceal himself until the day's labor has ceased for the industrious man. This is but right, for it puts a premium on honest labor, with the return in the richness of its harvest, which is the greater by the contemplation of the toil and sweat its gathering entailed. Perhaps this is one reason why nowadays men seem the more to relish the freedom from business cares that even a mere week or two of rest will give. Nature calls a halt for the wearied mind and sickened body, a call which is the more peremptory according to the measure of the toil that has preceded it.

"Wisdom, too, has sanctioned this modern innovation. Man realizes that the possession of all the sciences the seeker after truth may desire will avail him little if his head is racking, his mind disordered or his body's faculties disorganized. In the same way the man of business feels the need for this period of cessation for himself and for those he rules. Hence it has now become a standing rule for employers and their helpers to claim as an inalienable right the one time 'privilege' of a summer rest. In the original sense of the term, the holiday was a church festival; the day began with the discharge of certain spiritual duties and was devoted to the games of the period and the then forms of physical recreation. The custom still survives in Ireland, though the days have been lessened and the old order has largely changed; still, much of the old spirit still lingers.

"The desire for repose is also one of Nature's own palliatives against the injury of the race. It would not be too much to aver that of all our present day reforms this holidaying for the people—provided it be judiciously spent—is the best guarantee for the

wellbeing of the race. From the holiday they return restored in mind and body, their mental vision cleared of a cataract and their whole personality revived. Whether a man's life be spent in the cares of state or in the humble home of the worker, his labor is sweetened by the few days' rest in which he can forget the cares and disappointments of the life he has left and to which he has to return. This heritage of the people was fain nigh lost for a long period of their history, and was not restored until the passing of the great and first Reform bill. By it and the subsequent ameliorative measures that a broadened public opinion called into being, and the labors of the great Earl of Shaftesbury and other reformers, down to the present Lord Avebury, whose Bank Holiday act was in itself a people's charter, this great change in public opinion was effected. But this cry of a temporary cessation from toil is one born of Nature itself. 'Give me health and a day,' said the philosopher, 'and I will render the pomps of emperors ridiculous.' This co-relation between health and the day, or the leisure to cultivate it, were well summed up by this dictum of the wise man. Both are interdependent, and without each the other may not long exist. Given them, the man or the crowd may realize the purpose of life, and without them the pomp of pageantry is a mockery of the people's cries.

"The popularizing of the holiday movement has also given a stimulus to organized travel. By its aid an improved and cheapened means of locomotion has rapidly grown into favor. In a sense, the one has followed the other. Again, the pleasure of one's holiday is to be found in the variety of possibilities the period will give. These may comprise the number of places visited, the variety of experiences one meets, the charm of agreeable companionship and the making of other friends. To one or all of these ends the ideal holiday should be shaped, and the means taken to further diversify of one's pleasure so that on his return the whole may form a cycle of memories and experiences which will have their effect on both mind and temperament. What, for example, could furnish the average tourist with greater pleasure and ultimate profit than a cycle tour with the companionship of a neat camera? Readers who are in touch with modern books of travel know how much is due to these means of graphic portrayal of the features of other countries and climes. So integrate to the subject has the camera now become that even an ill written but well illustrated account of a holiday jaunt will readily find eager readers to whom the descriptive powers of a Thackeray would appeal in vain. As a means to a common end, we include the poor man's steed. On its value we need not dwell, suffice it to say that to its possession many a man owes his first experience of the world beyond his narrow horizon. The value of a holiday may be measured by the amount of energy a man puts into his daily labor; the greater the drain the more need of a replenishment. It is his duty, therefore, to so order his holiday that it shall furnish him with the commodity best suited for his needs. To most physical exercise of the athletic order will appeal; to others rest in the open with the companionship of a book, but to each according to his tastes and temperament. From a vacation so ordered a man will return benefited in mind and body. It is in this sense and in the combination of a health giving enjoyment, and the time to possess ourselves of it, that we realize the meaning of the philosopher's dictum—health and a day—the possession of which will enable us to rest contented in our own sphere of life and to deride the 'pomp of the mighty.'"

## WHEN THE OFFICIAL RETURNS

of the six days'

## ENDURANCE CONTEST

are all in  
they will tell the  
familiar story of

## INDIAN Supremacy

and tell it in terms as  
emphatic and undoubful  
as usual. It was a  
case of

## INDIANS

FIRST,  
SECOND,  
THIRD,  
FOURTH,  
FIFTH,

in the complete series,  
and

**FIRST**

(the only survivor)

in the First series.

And never before were motorcycles put to such a trying and exhaustive test.

In the track races at the F. A. M. Meet Indians won four of the eight events.

If proof is convincing, how can any reasoning man select other than an Indian?

## HENDEE MFG. CO.,

Springfield, Mass.

Pacific Coast Representatives,

**THE BRUNETTE COMPANY**

491 Mission St., San Francisco, Cal.



**The Week's Patents.**

764,086. Water bicycle boat. Carl Wasek, Paterson, N. J. Filed October 5, 1903. Serial No. 175,801. (No model.)

Claim.—In a water vehicle, the combination of two boats, framing carried by said boats and securing the same in spaced relation, treadles carried by the framing, a propeller, a shaft for the propeller journaled in the framing, ratchets fixed on said shaft, drums loosely arranged on said shaft, drums loosely arranged on said shaft, spring actuated pawls carried by said drums and engaging the ratchets, pulleys journaled in

the frame, and a flexible driving means connected at its ends to said treadles and being continuous from one end to the other, said flexible means being between its ends, extended successively around said drums, and between the drums, over said pulleys and a steering means, substantially as described.

764,113. Motordricle. James S. Copeland, Hartford, Conn., assignor to Pope Manufacturing Company, Jersey City, N. J., a corporation of New Jersey. Filed December 18, 1903. Serial No. 185,672. (No model.)

Claim.—1. A motorcycle frame of substan-

tially diamond shape having a seat post tube, a crankshaft bracket and the lower end of said seat post tube and provided with an eye and a main lower member extended through said eye and curved to form a seat for a motor, substantially as shown and described.

764,415. Spring support for velocipedes or the like. Achille Brulin, Abbeville, France. Filed July 28, 1902. Serial No. 167,304. (No model.)

Claim.—Spring supports for saddle posts of velocipedes, handle bars and the like,



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*All Standard Goods and Supplies for Bicycle and Automobile Builders and Dealers.*

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## GIVEN AWAY.

We give the magnificent

### Solid Brass Sign



illustrated below, absolutely **FREE** to every dealer who handles **NEVERLEAK** and saves the certificates, one of which accompanies each dozen 4 ounce tubes. When you have 12, mail them to us and we will send this splendid sign at once. It measures 12 by 15 inches, is highly polished and has hand-engraved letters filled in with black enamel. It is not a "Cheap John" affair, but just the kind of sign that gives tone to any store front. See illustration.

You can sell a lot of **NEVERLEAK** by giving the matter a little attention in the way of instructing your customers to inject it into their tires at

once instead of waiting until a puncture occurs.

If possible, order one gross tubes **NEVERLEAK** from your jobber at once and get the brass sign immediately.

**NEVERLEAK** is put up as follows: 4-oz. tubes, 4-oz. cans, 8-oz. cans, quarts, half-gallons and gallons.

### \$25.00 REWARD

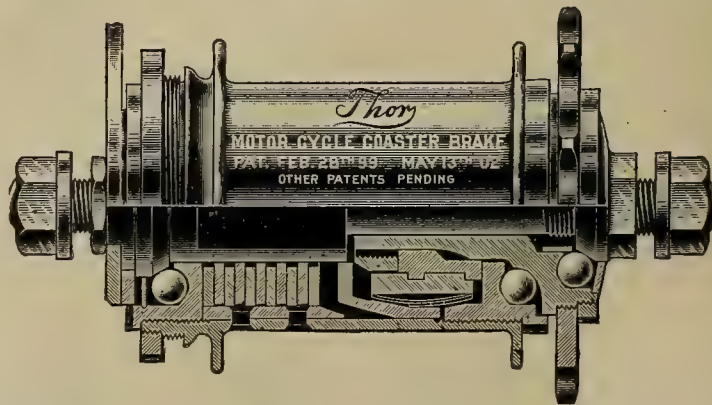
for information about any dealer or repairman using or handling any preparation for the purpose of sealing punctures or leaks in pneumatic tires in violation of our **NEVERLEAK** PATENTS.

**BUFFALO SPECIALTY MANUFACTURING CO.,  
BUFFALO, N. Y.**

## THOR



INSIST ON HAVING  
THE VERY BEST.



**AURORA AUTOMATIC MACHINERY CO.  
AURORA, ILL.**

New Catalogue, Motor Cycle and Cycle Parts on Request.



# The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, July 23, 1904.

No. 17

## CREDITORS WIN APPEAL

### Bean-Chamberlin Co. Finally Adjudicated Bankrupt and a Dividend is in Sight.

Despite unusually determined efforts to prevent it, the Bean-Chamberlin Co., Hudson, Mich., has been adjudged bankrupt. The concern failed last year after several of its departments or sub-companies had been disposed of, and was adjudicated bankrupt in the face of the vigorous opposition of the principals. They appealed from this decision, which, however, the Circuit Court of Appeals has just confirmed. It is believed that this means that the long and tedious litigation in which the estate has been involved is now at an end. The first meeting of the creditors will probably be held in Detroit on August 2, after which it is hoped that a dividend will be immediately available.

The Detroit Trust Co., receiver, has on hand, in round numbers, \$13,000 in cash. It has also \$30,000 par value of two year bonds of the United States Pump & Supply Co., \$56,000 par value of the preferred stock of the same company and \$28,000 of the common stock of the same company. The total indebtedness, in round figures, is \$75,000. The value of its assets is very hard, indeed, to determine, but it is thought a good figure will be realized, although the stock is considered to be practically worthless, as the company is in a very bad condition. The attorneys for the creditors say that it may be that they will determine that, rather than accept the stock and bonds, they will set aside the transfer of the Pump & Supply Co. This depends entirely upon the result of the efforts to make a satisfactory disposal of these securities.

### Man and Wife as Demonstrators.

The E. R. Thomas Motor Co. have inaugurated a rather startling innovation by the employment of husband and wife as demonstrators and salesmen of the Auto-Bi. The couple are Mr. and Mrs. G. N. Rogers, of Buffalo, who on Monday started on a tour of New York State in the Thomas interests. Each is riding an Auto-Bi, of course, and while Mr. Rogers will convince men that motor bicycles are good for them, Mrs. Rogers will seek to enlist the attention of wheel-

women and to demonstrate that they are as suited to their use. Mrs. Rogers is fully equal to the task. She has ridden motor-cycles for three years, and is as competent to explain and care for them as she is skilled in their operation.

### Anderson Comes to New York.

J. D. Anderson, vice-president of the Hartford Rubber Works Co., has been designated manager of the company's New York branch. He succeeds Robert P. Parker. Mr. Anderson's scope, however, will be far more than that of manager of a local branch. He will be the executive representative in New York of the Hartford Rubber Works, and will have entire charge of a considerable territory—New York, Pennsylvania, Delaware, Maryland, Virginia and West Virginia.

### Tire Situation Abroad Begins to Change.

The result of the near approach of the expiration of the Dunlop patent is casting its foreshadows on the wall. The English Cycle and Motor Trades' Association has invited rubber manufacturers to submit prices on a special tire for the use of the association members. Each member will, of course, market the tire under any title that strikes his fancy—the practice in vogue with jobbing tires in this country.

### Mixes Ice Cream With Bicycles

The Conover-Bernhardt Co., No. 36 Albany street, New Brunswick, N. J., has been incorporated, with capital of \$50,000 and these incorporators: Andrew J. Conover, Jacob Bernhardt and George Bauer. Its stated objects are many sided and much mixed, viz.: To deal in sugar, confectionery, ice cream and also to buy and sell toys, bicycles and merchandise generally.

### Admits Polished Tubing Free.

The Australian customs authorities have ruled that "tubing, bicycle, polished," is to be classified for purposes of import duty, as "vehicles, cycle parts," and admitted free of duty.

### Japanese Buyer Here.

H. M. Okada, of Okada Bros., Osaka, Japan, is in New York City to make purchases of bicycles and cycle accessories.

## HARTFORD TIRE MEN MEET

### Officers Re-Elected—Managers and Travellers from Everywhere in Attendance.

At the annual meeting of the stockholders of the Hartford Rubber Works Company, held on Monday in Hartford, the following were re-elected directors: Charles H. Dale, New York; William Seward, jr., Hartford; J. D. Anderson, New York; Charles A. Hunt, New York; J. W. Gilson, Hartford; H. Keene, New York; Ernest Hopkinson, New York.

At the meeting of the directors which followed the following officers were re-elected: President, Charles H. Dale; vice-presidents, William Seward, jr., J. D. Anderson and Charles A. Hunter; secretary and treasurer, J. W. Gilson. In addition to the meeting, the annual gathering and conference of the company's branch managers and travellers occurred this week.

Among the branch men in attendance were E. R. Benson, Boston; E. S. Benson, New York; E. S. Roe, New York; F. Kesser, Philadelphia; James How, Buffalo; J. B. Kavanaugh, Cleveland; E. E. McMasters, Detroit; S. E. Gillard, Chicago; W. C. Dawdy, Minneapolis; H. E. Field, Denver; M. J. Tansey, San Francisco; H. O. Harrison, Los Angeles. The travelling salesmen were Robert H. La Porte, Pennsylvania; B. W. Snowman, New York State; Richard Clunan, Connecticut, Vermont and Massachusetts; A. H. Wykoff, Indiana, Kentucky and Illinois; H. Snyder, New York City and vicinity; H. C. Severance, Massachusetts, Maine and Rhode Island; A. W. Kirk, the South; C. C. Harbridge, Chicago and vicinity; C. S. Monson, Ohio; D. W. Shattuck, Nebraska, Iowa, Dakota and Missouri, and E. S. Edwards, the automobile trade.

### Fire at Green Bay.

Fire of unknown origin caused a loss of about \$500 to the Lucia Cycle Co., Green Bay, Wis., last week, which is partly covered by insurance. The Lucia Co. rented other quarters and at once resumed business.

### H. O. Smith Back From France.

H. O. Smith, president of the G. and J. Tire Company, returned from abroad last week. He spent practically all of his time in France.



## NEW YORK'S REUNION PARADE

**Souvenirs For All; Special Ones For Veterans—Prizes Galore.**

There is now every prospect of a notable gathering of cyclists in New York on Saturday, August 20. The second meeting to this end at the Cosmopolitan Hotel on Wednesday night was a most encouraging indication pointing that way. It was well attended, and the interest displayed was of the right sort. The trade which is fostering and financing the movement was too slimly represented, but the clubs were represented in force, and unattached riders were not lacking. H. B. Fullerton, once one of the most earnest and purposeful cycling workers, put in an appearance and promised to renew his efforts. He assumed the tall task of getting out Brooklyn's once powerful and influential Whirling Dervishes, and also the Long Island Good Roads Association, and talked as gingerfully as the Fullerton of old. There was considerable feeling exhibited over the failure to invite Joseph Oatman, president of the Associated Cycling Clubs and the most consistent of all cycling workers, into the councils and management of the affair, but it was explained that this was a regrettable oversight, and after the managing committee had been increased from ten to fifteen and Mr. Oatman made one of the number, all went smoothly.

There was much talk of styling the event a "revival run," but most of those present fell in with the idea that "revival" conveyed the meaning of resurrecting a corpse and would not have it that cycling was dead. It was finally decided to entitle the turnout "The Metropolitan Cyclists' Reunion and Parade."

The parade will assemble at Central Park Plaza, Fifty-ninth street and Fifth avenue, and move down Fifth avenue to Tenth street, to and across the new Williamsburg Bridge, to the Bedford Avenue fountain, Brooklyn, where the Brooklyn clubs and riders will fall into line, and the route lead past a reviewing stand on Eastern Parkway, near Prospect Park, where the prize winners will be selected. Coney Island will then be the destination, at the pleasure of the individual participants.

The formation of the parade will be as follows:

Motorcyclists; military and naval cyclists; clerical and medical cyclists; veteran riders; unattached riders; antique bicycles; New York clubs; decorated bicycles; New Jersey and other out of town clubs; Brooklyn and Long Island clubs; juvenile riders; floats and novelties; grotesquely costumed riders.

There will be a souvenir badge or pin given to all who participate, and a special badge to veteran cyclists—those whose cycling dates back not less than fifteen years.

The prizes will be medals for the individuals and cups for the clubs, the stipulation being that no club shall be awarded two prizes. The prize list in full is as follows:

- One prize for motorcyclists.
- One prize for best appearing rider.
- One prize for best aligned military or naval detachment.
- Two prizes for antique bicycles.
- One prize for numerically strongest association.
- One prize for numerically strongest club.
- Four prizes for neatest appearing clubs.
- Two prizes for decorated bicycles.
- Two prizes for floral decorations.
- One prize for best appearing boy.
- One prize for best appearing girl.
- Two prizes for floats and novelties.
- Two prizes for best appearing unattached riders.
- Two prizes for wheelwomen—one for the most appropriately costumed, one for the most skilful.

One prize for cycle trade establishment turning out the greatest number of employees a wheel and in cycle costume.

The last prize was added to the list by a motion offered half in jest. The mover said he thought the trade needed reviving as much as any other one department of cycling, and that the reunion would afford dealers and jobbers an opportunity to prove that they practised what they preached, and actually owned cycling costumes and rode bicycles. C. W. Leng, the chief representative of the trade present, smiled but said nothing, and the motion went through as if oiled.

### Boston's Second Re-union To-day.

At Atlantic, Mass., to-day (July 23), an "Old Time Wheelmen's Meet and Outing" is being held by Boston riders, and here again "Lon" Peck is to the fore as captain of the affair. The meet, as outlined, was to be after the style of the meets in England that are held annually. Atlantic is only six miles' ride from Boston, and easily reached by the poorest of riders. There is to be a baseball game between the members of the Massachusetts Bicycle Club, a swimming match, potato race and other games.

Arrangements have been made with the local yacht clubs whereby old riders of the different clubs that are owners of sailboats and gasoline launches will take parties out sailing for an hour or so on that afternoon and evening.

### Why Terry Saved \$10.

Herbert L. Terry, of Sayville, L. I., was the first man to be directly saved \$10 by reason of the F. A. M.'s success in having motorcycles exempted from the operation of the automobile law. He was bagged last Sunday in company with a number of automobilists for violating the speed provisions of the automobile law, but the judge had read it, and promptly discharged Terry and as promptly fined the automobilists \$10 each.

## AFFECT HEAD BEARINGS

**How Ball Retainers Often Form Pockets There While Other Bearings Escape.**

"Ball retainers are a great convenience, or even a necessity in most of the bearings of the modern bicycle, but in the head bearings they had better be left out," said one of the best-known dealers in New York to the Bicycling World representative the other day. "Here is an illustration where they damage the bearing," said he as he handed over a cone for inspection. "You will notice that there are indentations or little pockets, as it were, which cause the bearing to stick or bind, and cause the bicycle to steer stiff. When ball retainers are used in the head bearings, the strain or pounding from rough roads comes always in the same place, for the balls in these parts do not travel around on the cones as in the other bearings of the wheel. Also, the use of retainers necessitates the use of fewer balls than is otherwise the case, and consequently each ball must bear a greater load or strain."

"This is the third complaint within the last week that I have had, and, while it is annoying, the trouble is easily remedied. I simply send for a set of new cups and cones, and upon reassembling I leave the ball retainers out."

"I hardly think one could hold the designers responsible, for it is one of those faults which can only be found out at the rider's expense."

### Programme of St. Louis Meet.

The list of events which will be run at the St. Louis Exposition from August 2 to 5 are as follows: Professional—World's Fair championship, one mile, purse \$200; Grand Circuit championship, 25 miles, purse \$200; Grand Circuit championship, one-third mile, purse \$150; Louisiana Purchase handicap, two miles, \$150; five-mile handicap, purse \$100; half-mile handicap, purse \$100; first day consolation, purse \$50; second day consolation, purse \$50. Amateur—National championships, quarter-mile, one-third mile, half-mile, one mile, two miles, five miles, twenty-five miles, unpaced; half-mile handicap, one mile handicap, five-mile handicap and one mile novice. In addition, an amateur middle distance championship event of twenty miles, paced, and a World's Fair paced championship for professionals are scheduled.

An Oregon thief named Keyso, who stole a practically new National from a wheel rack in Salem, that State, received a sentence of ninety days. It should have been doubled, if for no other reason than that the thief sold the bicycle for 50 cents and a pocketknife.

It is claimed by the makers of an English "free wheel" device that they carry no less than four hundred different sizes in stock. Orders for any of these sizes are shipped the day of their receipt.



## COASTER BRAKE WINS

### Hartford's Down Hill Contest Upsets the Result in New York—Cox Defeated.

Hartford, Conn., had its first coasting contest on Saturday last, 16th inst., and liked it so well that it will probably hold another before the summer has spent itself.

The contest was a well ordered affair, and in many respects an improvement on the Metropole contests in New York, on which it was patterned. It was notable, also, for the almost overwhelming victory of the coaster brake, thereby completely reversing the result of the last Metropole event. W. J. Cox, the New Yorker who won third on that occasion, journeyed to Hartford with the fruit of that triumph, a Rambler bicycle, and finished second—the only man using a fixed gear to get within the first ten prizes. He was decisively beaten out by C. H. Winchester, of New Britain, Conn., who rode a Racycle equipped with a Corbin Duplex coaster brake, and who finished fourth in the New York contest.

The Maple avenue hill, at Fairfield avenue, employed, was a long one—unduly long, per-

One mile from the starting point a tape was stretched across the road, and the coasts were measured from this line and given as so many feet over or under a mile. As soon as the contestants came to a stop a stake bearing his number was driven into the ground at the side of the road, opposite the front axle of his bicycle, which not only enabled the men to be sent off at more frequent intervals and simplified the task of Measurer O'Malley, but it also provided against any possibility of dispute or error in the distances coasted.

During the whole afternoon the wind blew down the hill in squalls, and this undoubtedly was a distinct advantage to not a few, and shows that, to make the contest really fair, the three or four men having coasted the greatest distances should be made to coast a final heat, as the rules provided. Practically all of the forty-seven riders that coasted used high grade bicycles. Thirty-four used coaster brakes and thirteen had fixed gears.

The event was given under the auspices of the Columbia Bicycle Club, and Edward Fahy, to whom chief credit is due, managed it in true Pope fashion.

The following table gives the prize winners in their order of finish, the length of their coasts and the coaster brake they used:

| Name.                                      | Coaster brake. | Distance coasted over one mile. |         |
|--------------------------------------------|----------------|---------------------------------|---------|
|                                            |                | Feet.                           | Inches. |
| 1—C. H. Winchester, New Britain, Conn..... | Corbin         | 562                             | 6       |
| 2—W. J. Cox, New York, N. Y.....           | Fixed gear     | 354                             | —       |
| 3—Geo. A. Loomis, Hartford, Conn.....      | Pope           | 342                             | —       |
| 4—H. P. Townsend, Bristol, Conn.....       | Corbin         | 279                             | 6       |
| 5—Geo. E. Watson, Hartford, Conn.....      | Pope           | 242                             | —       |
| 6—F. C. Gilbert, Hartford, Conn.....       | Pope           | 213                             | 4       |
| 7—F. W. Cook, Hartford, Conn.....          | Pope           | 202                             | 3       |
| 8—W. J. Rieckel, Hartford, Conn.....       | Pope           | 189                             | 4       |
| 9—C. C. Taylor, Hartford, Conn.....        | Pope           | 158                             | 6       |
| 10—H. W. Tuttle, Hartford, Conn.....       | New Departure  | 143                             | 8       |
| 12—H. A. Beaulieu, Hartford, Conn.....     | Fixed gear     | 142                             | 8       |
| 12—H. A. Beaulieu, Hartford, Conn.....     | Pope           | 140                             | 8       |
| 13—L. D. Harden, Hartford, Conn.....       | Pope           | 137                             | —       |
| 14—J. J. Spillane, Hartford, Conn.....     | Pope           | 120                             | 6       |
| 15—Ralph Penno, Hartford, Conn.....        | Fixed gear     | 104                             | —       |

### Champion Hurley Hurt.

Amateur champion Marcus L. Hurley, of the New York Athletic Club, was the victim of a painful accident on Friday, July 15, that may prevent him from competing in the amateur championship at St. Louis. Hurley and Scheps had finished their training at the Manhattan Beach track and were riding slowly in front of the grandstand when L. R. Lake ran into Hurley and threw him from his bicycle. Lake had been making a sprint with his head down, and did not see Hurley until he struck him. Lake was sent flying on to the cement surface of the track and was unconscious for half an hour. Hurley's head was cut, his shoulder hurt and his left wrist dislocated so that he cannot bear any weight on the arm. He fears that it will not be strong enough for him to be a competitor in the amateur championships the first week in August.

### More Bicycles for Postal Service.

Still another large order for bicycles was placed recently by the British Postoffice. The order, which was for four hundred machines, was captured by the Premier people, who had previously supplied the department with many of the cycles it has in use. The latter now number several thousand.

## BUFFALO'S LITTLE THIEF

### Precocious Girl who Made Practice of Stealing Bicycles, Considered it Fun.

An interesting series of bicycle thefts from the Public Library Building have been engaging the police of Buffalo, N. Y., recently, and now they have the thief, who turned out to be a youngster. Yet she got three bicycles from the wheelroom one afternoon, although there is an attendant always in charge.

Detectives Holmlund and Newton went to the library last Saturday and hid themselves in the wheelroom. They remained concealed for fully three hours. Women came in with bicycles, and as they did their descriptions were noted by the detectives. About 3 o'clock a little girl came in from the street. She looked about to see that no one was looking. Then she tiptoed over to one of the newest wheels in the rack. She didn't answer the description of the person who brought the wheel in.

It didn't take the girl long to get out to the street with the bicycle. Holmlund and Newton left their hiding place and ran after her. She carried the wheel to the top of the outside stairway leading to the street, when she looked back and saw the two detectives. She dropped the wheel and started down Canton street. Holmlund went after her, while Newton got the wheel.

Holmlund is considered to be one of the best runners in the police department, but the little fugitive ran nearly two blocks before the detective overhauled her. Holmlund expected to have a crying child on his hands. Instead he found a girl who thought her arrest was a rare joke.

"You can't frighten me," she said to the detectives as they led her over to police headquarters. Then she went on to relate how she had been making a practice of stealing wheels from the library.

"Why," said the girl, "that fellow that watches them wheels down there is easy. I could have stolen the building and I bet he would have stood there wondering who took it. I got three the other afternoon.

"What did I do with them? Sold 'em for 50 cents apiece. People were anxious to buy them. I used to tell them that my brother owned a bicycle factory and that he didn't have any use for second-hand wheels, and that he used to give them to me so that I could have spending money.

"Where did I sell 'em? Why, I sold one to a woman at No. — North Division street."

The detectives went to the number given. No one there knew about a wheel being bought.

"What did you tell us that fib for?" asked Detective Sergeant Holmlund when they got back.

"Oh, I only wanted to have a little fun with you," was the reply.

However, after that she gave the detective a few addresses where she had sold wheels, with a few where she hadn't.

"I ain't sorry I did it," said the girl. "Wait until I get out and I'll do it all over again."

haps, as it required contestants to retain their cramped positions to the point of fatigue.

In place of the gentle push off for starting a platform about two and one-half feet high was erected a short distance back of the crown of the hill. The floor of this platform was of such a length that when the bicycle was in place, with its back wheel in a stand, the front wheel rested on the board incline connecting the platform with the road. In starting, it was only necessary to gently ease the rear wheel out of the stand, and every contestant received the same start. Instead of starting the contestants in pairs of two, only one man at a time, at intervals of about half a minute, was sent off. This prevented the possibility of any one "hanging on" to another and taking advantage of his pace.

For about the first three hundred feet of the coast the decline was very steep, and the first half of this very rough. Then came a long, slight down grade, the finish being on a long series of gentle ups and downs. No rider or bicycle was allowed more than one coast; as each man was sent away a numbered sticker was pasted on the rim of his wheel to indicate that it had been used.





The Winner of the Detroit road race, May 30th, was offered as a prize his choice of eleven different makes of bicycles.

He chose the National.

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BAY CITY, MICH, U. S.A.

Makers of Bicycles  
for Winners.

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WASHINGTON,  
TORONTO,  
ST. LOUIS,  
LONDON.

OMAHA,  
MINNEAPOLIS,  
DENVER,  
LOS ANGELES

**FISK RUBBER COMPANY,**  
Chicopee Falls, Mass.



# THE BICYCLING WORLD

FOUNDED 1877  
and MOTORCYCLE REVIEW

In which is Incorporated  
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To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, JULY 23, 1904.

## One Cause of Diffidence.

"The things we prize are costly—either in money or effort, or in both—while, conversely, those things easy of procural are little thought of. That is, in a nutshell, the explanation of the indifference so many people manifest toward the bicycle."

Such was the declaration of an old rider and a shrewd judge of affairs, put forth after a lengthy discussion of the matter.

At first blush it seems thoroughly nonsensical. We all know that cycling attracted us in the beginning not because it was expensive, but in spite of that fact. The money for the first machine was not obtained easily, nor were we glad that bicycles were listed at \$135 or \$150 instead of \$50. It was because we were wild to ride and could not obtain the best machine for less that we paid the money without murmuring.

But if we look into it a little more closely the contention referred to does not seem so absurd after all. True, we groaned at the prices we had to pay; but were we not secret-

ly proud of the fact that ours was a high grade sport, one which cost money to pursue, and which, while open to practically all "good fellows," was yet closed to the raff, who lowered the level of other and cheaper sports? And was we not, and do we not now, date the decadence of the good old pastime from the day when the low price microbe obtained a firm and unshakable hold on the cycling body politic? Assuredly so.

In the "good old days" money was lavished as freely on cycles and cycling as if each rider had an interest in the gold mines of Golconda and was able to make drafts on these inexhaustible deposits at will. Sometimes there were groans at the cost, but it was always paid. It was like shoveling money into a bottomless hole; it always yawned emptily.

Nowadays everything is down to rock bottom. The expense of cycling is as near nil as anything can well be. The initial outlay is little, the expense of maintenance ridiculously small. About the least durable thing about a machine is the tire, and it will, under ordinary circumstances, last for the best part of half a dozen years, and even, at times, exceed this. Chains, pedals and saddles wear out, too, in the course of time, but they can be replaced for sums so small as to be insignificant. In short, the rider who owns a good machine can ride it year in and year out without spending a cent on it or giving it a thought.

Upon this fact was based the assertion quoted at the beginning of this article. Can it be that, by many people, cycling is no longer prized simply because it is literally as cheap as dirt? It should be just the other way; but we all know that it is not.

## Reliability of Motor Bicycles.

It is interesting as well as instructive to note the causes of the withdrawal of the thirteen men who failed to complete their allotted tasks in the recent motorcycle endurance contest.

Two were forced out by breakages of their frames—one by running into a ditch, the other by collision with a dog. One was run into and injured by an automobile. Two were compelled to retire by side slips, which wrecked their belt pulleys. Two quit simply because they wished to go no further. Three others quit, one because of saddle soreness, the other two because of physical exhaustion, and the withdrawal of one more was due to a combination of exhaustion and carburettor troubles. The remaining two were put out

of the contest by the stripping of their electrical timing gears.

This summarization makes plain that but three of the twenty-six motor bicycles employed were placed hors de combat by the failure of working parts—a remarkable testimonial to their efficiency. As to endurance, the roads were of a sufficiently trying and varied character, and the distance entailed—570 miles—was enough to answer the most captious critic. The fact that not one of the contestants sustained injury, in the face of the most strenuous conditions imaginable—the one man who was hurt was struck from the rear by an automobile while moving very slowly on an asphalted street and during a recess in the contest—indicates how great is the factor of personal and mechanical safety. The remaining fact is self-sufficient—that all of the survivors maintained an average speed of better than twelve miles an hour, and that but two of them lost more than six hours in a maximum total of 38 hours and 35 minutes allotted for the completion of the total distance; two of twelve survivors lost but one minute each, and two others less than two hours, while one ran two minutes ahead of his time table.

These results amply justified the announcement of the F. A. M. committee that "the motor bicycle is now ready for the use of the many, as it has hitherto been used by the few." Of course, not all motor bicycles are in this state of preparedness, but there is small reason why the seeker of knowledge should go astray. Price may overwhelm the wisdom of some, as in the past it has decided the choice of too many, to the unfortunate retardment of the trade. But such contests as the endurance contest are rapidly placing the brands of merit and demerit, both of commission and omission, where they rightfully belong, and, if slow, the weeding out is not the less certain.

Safe, stanch, reliable motor bicycles are here, and the general public cannot much longer remain insensible to the fact, nor, with the more popular price that is inevitable, can the cycle trade as a whole much longer afford to treat them as mere side issues and fillers-in.

After more or less distressful experience for two years, we ourselves have put the right sort of motor bicycles to the test, and for nearly 1,000 miles this season they have not proven one whit less reliable than the pedal-driven article. They have never skipped an explosion or failed to go when and where and how we would. Tire punctures and three broken chains—the latter



largely the result of carelessness—is the sum total of happenings that are untoward. In previous seasons we have had worse luck and more trouble with pedal driven bicycles.

### Two Types of Merchant.

There are two kinds of merchants, so-called. One stocks goods that are standard and in constant demand. The other does this, and, in addition, keeps a line, however limited, of articles that are called for only occasionally.

The first merchant justifies his course by a plea something like this: It does not pay to stock an article that does not have a ready sale. It is difficult to keep a good assortment of it, and it lays on the shelf and gets shop worn and out of date; it locks up money that brings no return. Better by far ignore it entirely and devote yourself to ready sellers.

It is such sentiments as these that animate many cycle dealers to-day. Go into a store and ask for any one of a number of articles—a Lamson or other good luggage carrier, for example, or even such “standbys” as tubes of rubber cement or rolls of tire tape, provided it is of the very best quality. The chances are that you will be told that “we are out of it.” As to the cement and the tire tape, there will be plenty of it—of a kind. But it is not the right kind, and if you know what you want and why, you will religiously abstain from the cheap and nasty kind.

If you feel in an argumentative mood, and, as will often happen, the dealer is similarly inclined, you can get an explanation of the matter. His customers all want the cheap sundries, and it doesn't pay to keep the other kind. As to luggage carriers, he does not have three calls a year for them. So, of course, it does not pay to keep them.

Now, everybody knows that luggage carriers are standard articles, and can be bought in small lots. If a dealer stocks a dozen of them at the beginning of the season, the chances are that he will sell them all before the end of it; for if riders know that he has them they will go to him for them. At the worst, they can be carried over without depreciating to any great extent.

The better class of cements and similar articles may be slow of sale at first; but there are few riders who have used them who will not cheerfully pay the increased price, knowing, as they do, that the value increases more than proportionately.

It is the same way with some well known

specialties. We once asked for Three-in-One, and were told by the dealer that he did not keep it, as it was too high priced for his trade. By walking directly across the street to a hardware store we got it without any trouble.

Many opportunities of increasing both sales and profits are lost in this manner. Dealers have little enough of either, and they should not let any slip.

### Murphy as a Bad Example.

“Biting the hand that feeds” is ever an act beyond contempt.

In the Brooklyn Times Charles Murphy is quoted as saying that cycling is a bygone thing, is hopelessly dead and a lot of other ungracious things about the sport. He appears in the light of one dancing on a body that he believes to be a corpse.

Cycling is not a corpse, but if it were, what more unseemly conduct can be imagined than that of Charley Murphy speaking contemptuously of it.

What is Charley Murphy and what has he beyond what must be credited to cycling? Bicycling brought Charley Murphy his bread and butter for years and all the reputation he has or ever had. It made him. To the sport and the press he owes practically everything. Except for the reputation and the friends he made through cycling his utterances would not be worth quoting.

The accident to Mr. Edward Buffum, who while awaiting the start of the fourth day of the endurance contest was run into by an automobile and whose brake lever was driven through his knee, is not without its moral. It should suggest to manufacturers who use spoon brakes, and to those whose motorcycles incorporate the lever system of control, the advisability of forming the ends of their levers into pear or rounded or other blunted shapes. As at present constructed, they are too swordlike to be thoroughly safe in the event of accident.

The recognition and even partial adoption of motor bicycles by the New York Police Department will be in the nature of a filip to the motorcycle interests—if machines of the right sort are chosen. The distressful reverse will be the case if the right sort are not selected. It will be in the nature of a public damnation. The friends of the little machine will therefore fervently pray that not price or politics but proven merit will guide the police authorities.

## FIXTURES

July 23—Atlantic, Mass., old-time wheelmen's meet.

July 24—C. R. C. of A. Field Day at Valley Stream, L. I.

July 24—C. R. C. A. veteran century run.

July 24—Milwaukee, Wis., road race.

July 24—Vailsburg, N. J., fifth N. C. A. circuit meet.

July 25—Hartford, Conn., sixth N. C. A. circuit meet.

July 25—Cambridge, Mass., seventh N. C. A. circuit meet.

July 30—Los Angeles, Cal., road race to Santa Monica.

July 24—Buffalo, N. Y., 10-mile Polish A. A. road race.

July 28—Bloomington, Ill., 8-mile road race.

July 31—C. R. C. of A. Suburban Century Run and road race.

August 1-6—St. Louis Exposition meet.

August 7—C. R. C. A. 50-mile open road race, Long Island.

August 7—C. R. C. A. 10-mile championships of Eastern and Long Island districts.

August 14—Milwaukee, Wis., road race.

August 18—Bloomington, Ill., 20-mile road race.

August 27—Lawrence, Mass., 10-mile road race.

August 27 and 28—C. R. C. of A. Combination Moonlight and Double Century Run.

August 28—C. R. C. A. 100-mile record run.

September 3—London, Eng., World's championships.

September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.

September 5—Denver, Col., road race.

September 5—Detroit, Mich., 25-mile Belle Isle road race.

September 5—C. R. C. of A., 25-mile Coney Island Cyclepath handicap road race.

September 8-10—London, Eng., World's championships.

September 10—Atlanta, Ga., 20-mile road race.

September 18—C. R. C. A. 50-mile open road race, Long Island.

November 24—C. R. C. A. 100-mile record run.

November 24—San Antonio, Tex., 50-mile road race.

### The Battle for the Championship.

Kramer still leads in the championship points table, having added five more to his score by winning the five-mile race at Manhattan Beach last Sunday. The scoring is as follows: Five points for a first, three points for a second, two points for a third and one point for a fourth.

|                                | 1st. | 2d. | 3d. | 4th. | Pts. |
|--------------------------------|------|-----|-----|------|------|
| Kramer (Pierce).....           | 4    | 0   | 0   | 0    | 20   |
| M. Bedell (Reading Standard) 0 | 2    | 2   | 0   | 0    | 10   |
| J. Bedell (Reading Standard) 0 | 1    | 1   | 0   | 0    | 5    |
| Fenn (Pierce) .....            | 0    | 1   | 0   | 0    | 3    |
| Root (Columbia) .....          | 0    | 0   | 1   | 1    | 3    |
| Cadwell (Rambler) .....        | 0    | 0   | 0   | 3    | 3    |



## If Experience is the Best Teacher—

and there is no doubt about it—then none should better know how to build motor bicycles than ourselves. None other concerned with them has had such ripened experience. We were the first manufacturers; all others came after.

NOT MERELY  
A GOOD  
MOTOR BICYCLE,



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COMFORTABLE  
ONE.

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Boost the game.

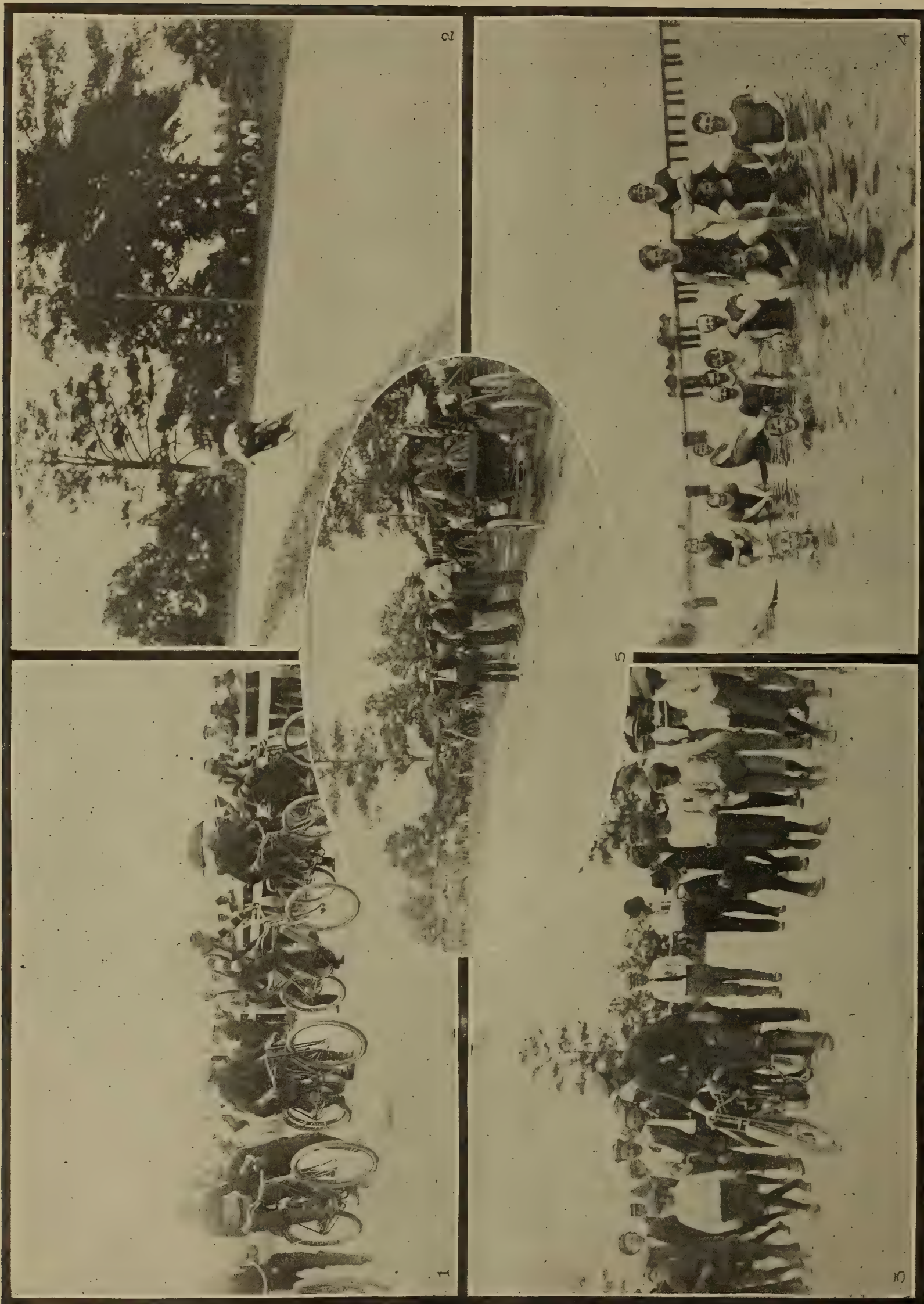
THE MIAMI CYCLE & MFG. CO.,

Sole Makers and Marketers of

# THE RACYCLE

MIDDLETOWN, OHIO.





1. The line-up for the team race. 2. Rounding a "ticklish" turn. 3. The spectators came in conveyances of every sort. 4. Horenburger and his machine after jumping the track and diving into the crowd. 5. A delighted crowd in the delightful Choptank.



## ECHOES OF ENDURANCE RUN

Awards Likely for All Survivors—Interesting Sidelights on Memorable Contest—Tourists Had Experiences Also.

The strenuous—almost herculean—nature of the F. A. M.'s recent endurance contest has appealed so strongly to the committee in charge that it is probable that bronze medals will be awarded to all who survived and for whom no awards had been outlined. It is to be said that any man who endured such roads merits recognition, and should treasure for lifetime a memento of the struggle.

How utterly vile are many miles of the road none not familiar with them can but faintly realize. At a pottering seven or eight mile pace, a stretch of courtesy might permit the New York-Albany route on both shores to be termed fair, in that they are generally hard; the sand exists only in spots, but it happened that these spots were usually encountered at the foot of the many short, steep, boulder strewn hills, in which the northern half of the route abounds; the soft going would check speed just when speed was most necessary. "Choppy" is the word that best describes the road surface outside of the wheel tracks; the horses' hoofs had simply chopped it into a series of small ridges, and to negotiate the road at the fifteen-mile pace required by the contest—and often a twenty and even twenty-five mile gait was necessary to maintain the average—subjected the riders to almost incessant pounding. This and the many stretches of road and hill strewn with loose rocks and rock firmly but half imbedded in the ground made it necessary for the men to fairly hang on to their handle bars with viselike grips. If it was trying on the whole body, it was particularly trying on the wrists; it made them so sore that the effort to hang on was actually painful. On many of the Catskill Mountain hills were "thank-ye-ma'ams" and great ledges of rocks that cropped out of the earth like shelving. At speed the riders would strike the "thank-ye-ma'ams" and literally bound into the air; it resembled nothing so much as porpoises at play. The rock ledges, however, would first give the front wheel a bang, and when the next instant the rear wheel struck them, often it would seem as if the frame must be torn apart; the wheels would fairly sing from the impact.

These roads tossed the featherweight men about on their saddles as if they were rubber balls. Yet but one machine succumbed, and then not to the terrific pounding. John McNevin was the unfortunate. He was much distressed by the reports that he had succumbed to exhaustion. As a matter of fact, when near Athens, N. Y., on the west shore of the Hudson, he saw what he fancied was a grass grown stretch of road and made for it. It proved that the grass and weeds hid a deep ditch, and when McNevin collected

his wits he found himself in two feet of water and his bicycle frame snapped in twain.

All the contestants agree that the Bicycling World's characterization of the descent from the splendid macadam of New Jersey to the hot deep sand of Delaware and Maryland as a "transition as from heaven to hell" was a fit one. They except only the passage through Camden, N. J. Of the most villainous cobblestone pavement that remains in a civilized community that in Camden is easily the peer. It seems a mixture of cobbles and broken rocks. The stones are of all conceivable shapes, sizes and angles, many of them laid, or rather thrown—for surely they were simply gathered at random and thrown into Camden in the same fashion—with the sharp edges up. The street looks as much like the miniature model of a mountain range as it looks like anything. The bicycles simply bounced over it and shook every bone and every tooth in one's body as he bounced. There was a tempting sidepath or sidewalk paralleling the street, and many of the riders "took the chances" and made use of it. George M. Hendee was one of the number. He was bowling along at fair speed when he spied a policeman. Immediately he jumped the curb and sought the cobbles. As he tells the story, the "cop" motioned frantically to him, and while he was still wondering what awaited him, he came within earshot and heard the "cop" yelling loudly:

"It's all right! It's all right!" the while motioning Hendee back to the smooth path.

It is difficult to even attempt description of the so-called roads of lower Delaware and near Federalsburg, Md. There seemed no bottom to the sand. The men simply sat tight, charged at it and trusted to Providence for the rest. If there was a wheel track and the rut was not too deep to reach the pedals, they were in clover, although it was akin to riding a tight rope. If there was no rut, they simply floundered as best they could. Once dismounted, their troubles were trebled. They could not remount, and trundling a wheel through such sand in search of a hard spot on a sizzling day was akin to labor in the mines of hell and infinitely more exhausting. There were two particularly desertlike stretches that tried the souls of all. At least four of the twelve survivors afterward told the Bicycling World man that they then required but the mildest suggestion to induce them to quit then and there, despite the fact that they were nearing the goal.

"If a wagon had happened along at that moment," said Bernard, of the Columbia band, "I'd have thrown my machine into it and given the driver my last penny to get me out of that sand. I didn't then care what happened."

There were stories that at least three of the men—Bernard was not one of them—actually did pay negroes to "give them a hand," but they could not be verified, save in one case, and it did not affect the result of the contest in any way.

"Henceforth, I'm for 110-pound machines, or as much less as it is possible to build them," was the comment of one of the men that night.

That there is a knack in negotiating the sand there is no doubt. Hoyt, and in a slightly lesser degree, Holden, seemed to possess it, and they appeared to skim over or skate through the road, while others plunged and lunged at it and into it. Hedstrom may also have possessed it, but he disappeared into a ditch at one point and emerged with a broken grip control. Thereafter he used his emergency control, which required that he hold his machine near the head to guide it. He had his own troubles, and performed all manner of queer gyrations. His canteen filled with gasoline, kept banging his head and back and arms, until finally in a rage he removed it from his shoulders and tossed it as far as possible into an adjoining field.

The Indian "tribe" had one cause for regret. They hoped for one day of rain, and had carefully prepared for it. When the rain did fall they had already reached Cambridge.

Latham and Chubbuck, the Yale-California pair, the latter of whom rode with Latham "to see the country," and both of whom succumbed to sand, mud and rain near Federalsburg, Md., had an experience near that place that was both amusing and shows the hospitality of the people. They were far behind the others, and were caught in a short but fierce rainstorm that swept the country late in the afternoon. They took refuge in a negro church, and when the storm eased emerged like two half drowned rats. They were garbed in khaki, and in their drenched clothing looked like a pair of military tramps. They possessed the hunger of the real "Weary Willie," and, passing a handsome residence, they smelled dinner and made bold to apply for a bite. The whole country thereabouts was on the qui vive for the motorcycleists, and the lady of the house quickly recognized them. She insisted on their coming into the dining room, but they pleaded their lamentable appearance and asked to be served on the porch. The lady was insistent, however, and finally, and despite their condition, they went inside, sat at the table with the family and partook of a meal that both men affirmed was about "the best they ever ate in their lives."

Another instance of openhandedness occurred near Hyde Park, N. Y. The spark coil on George Pieper's machine went on strike at that point and left him practically stranded. He was told that Mr. Archibald Rogers, a young millionaire resident of the place, owned a motor bicycle in addition to several automobiles. Pieper sought Mr. Rogers at his handsome home, found him and explained the situation.

"Take the coil and help yourself to anything else on the machine that you want," was the reply of the man of money.

Pieper did so.

It did not add to the humor of the endur-



ance contestants to learn after reaching Cambridge that somewhere there was a hard road from Seaford to Cambridge. They came near to offering a prize for its discovery or recovery. The road from Seaford that the men followed had been marked with red flags, and as there was considerably rivalry between the small towns to have the contest pass their way, whether the flags had been changed became a pretty question that none seemed willing or able to settle.

Not all of the interesting experiences fell to the lot of the competitors in the endurance contest. The tourists had their share. Those of M. E. Toepel, the one-armed president of the New York Motorcycle Club, and of R. H. Nickerson, its treasurer, previously have been related. They started ahead of the main body and rode more leisurely, but it does not lessen Toepel's remarkable ride through the shifting sand. He had twenty falls in twenty miles, but the sand was so deep and so soft that, despite his disability, he escaped unscathed. He did not follow the route of the contest into Cambridge, reaching that place by a back road which it was learned afterward is considered so vile, even by the natives, that it is practically abandoned. No man punishes a horse by using it unless absolute necessity requires. Dr. F. A. Roy, of the F. A. M. tour committee, led a party of five from New York to Dover, Del., when the pleasure became too much like pain to be longer endured. There would have been six in the Roy party, but when C. V. Carter, of Boston, reached New York he found that his motor bicycle, which he had delivered to the express company the day before he left himself, left the Hub had never been forwarded.

Probably the most interesting group of "non-combatants" left New York immediately after the contestants had been started on their way southward. As originally planned, there were but two in the party—Referee Betts and Captain Wyatt, of the Alpha Motorcycle Club, of Brooklyn. They designed to take the short cut to Philadelphia via Staten Island and thus head off the contestants. But one man after another asked to be taken in, until the party finally numbered eight—Will Goodman, of Springfield, Mass.; Dr. G. B. Gibson, Westboro, Mass.; J. J. O'Connor, Hartford, Conn., and J. F. McLaughlin, Emil Gundelach and George C. Wheeler, of New York. O'Connor ran into trouble early, and was in trouble practically all day. The party remained with him as far as Trenton, where he took train for Cambridge. The others had been so greatly delayed that it was dark when Philadelphia was reached. There Goodman, Betts and Wheeler, the latter of whom had never ridden a motor bicycle until three days before, elected to push on in the dark to Wilmington, the night control. A punctured tire and a broken chain proved "anchors" to their journey. None was familiar with the road, which was none too good, and they had almost literally to feel their way, two with

small oil lamps and Goodman with a fantastic Japanese paper lantern swinging from his handlebar part of the time, but for most of the way with no light at all. The night was of almost inky blackness, but Providence watched over the trio, even when one of them confused a stone wall and a macadam road, and charged into it. He escaped with a broken cyclometer and a bent pedal. They proceeded leisurely until some time after midnight, when, about seventeen or eighteen miles from Philadelphia, they happened on a road that crossed theirs at right angles. Their road directions were silent regarding it, there were no signposts and not a living being was astir. As all were weary, they decided to not take the chance of going astray, and, calmly unslinging their baggage rolls and using them for pillows, they stretched out on a convenient sidepath. The other two say that while they chased mosquitoes the referee snored. But all were in Wilmington in time for him to give the word "Go!" to the endurance contestants.

It was while stopping near a little dot on the map near Camden, N. J., that the original party had another interesting and amusing incident, or, rather, two of them. One was due to McLaughlin, an old rider. He stopped suddenly and as quickly decided that his exhaust valve had broken. He went at the red hot thing, took it all apart, only to find it intact, reassembled it, and then found—that he had accidentally turned his switch and thus cut off power. The other incident was contributed in part by the countryman in front of whose house the party had stopped. He was quite talkative, and disposed to exhibit his acumen. He counted the machines that had no lamps—five in number—and reckoned mentally:

"Too bad you fellows didn't come along about 'n hour later. The town would be \$37.50 better off—\$5 fine and \$2.50 costs for every wheel without a lamp," he drawled.

"We were 'onto' you. That's why we got here before nightfall," drawled one of the group in reply.

The rustic then drifted into a discourse on the frightening of horses, and declaimed warmly, and at length that he would "shoot any man on one of them things that scared my horse," coupling the statement with another that induced one of the motorcyclists to assume that he must be a constable.

"Constable? I guess not," responded the rustic. "I'm on the town committee. That's a whole lot more than a constable."

"I'm — glad to hear it," then retorted one of his hearers, with mock gravity and without cracking a smile. "When we reach Philadelphia to-night we shall report to the Governor of New Jersey that a sworn officer of the law has threatened to commit murder and ask for your removal."

The joke evidently struck deeper home than the joker ever thought possible. The town committeeman apparently turned it over in his mind, and at once began to "hedge" in amusing fashion. Of course, he really would not shoot any one. He was

only fooling, but the man who frightened a horse had ought to be shot. But, any way, it wasn't motorcycles that scared horses; it was the "autos," as he learnedly called them. He even volunteered the information that even the men without lamps would not have been arrested or molested had they passed through after dark.

The joker insisted, notwithstanding, that he "would probably write the Governor, any way, as it is a serious matter when officers of the law utter threats to kill."

The countryman was left undeceived. Whether he is still expecting to hear from the Governor can be only conjectured.

The effects of the endurance contest were immediate in at least two places. The evening of the day it passed through Poughkeepsie, N. Y., H. E. Winans, the bright, progressive young dealer there, whose store and repair shop would be a credit to any city, sold a motor bicycle, and in Dover William Culveyhouse, the veteran dealer in the Delaware capital, told a *Bicycling World* man that he had booked an unexpected order almost before the last contestant had entered the city. The arrival of five Indians in a bunch so impressed the purchaser that he placed his order on the spot.

#### The Lubrication of Motors.

Despite the reams that have been written on the subject, the average man who rides a motor bicycle does not more than half appreciate the benefits of proper lubrication. Because his motor operates perfectly without being lubricated oftener than every thirty or even thirty-five miles, he is not given to "oiling up" more frequently. Usually it requires months of experience to thoroughly convince him of the desirability of lubricating at the end of, say, every twenty-four or twenty-five miles. The difference between a well oiled and sweetly running engine and one insufficiently oiled is so great that it is unfortunate that riders generally do not understand it. Even a day's experiment is convincing. There is no economy so false as economy of lubrication.

#### When the Motor Knocks.

A thing that is exceedingly hard on the motor is what is known as "knocking." Ordinarily this occurs when the spark is set to occur too early in the stroke for the speed at which the motor is running, and the result is loss of power and excessive wear of the bearings. When the motor is heard to be knocking the ignition should be retarded gradually until the point is reached where the knocking ceases. This will give the maximum power of the motor with the charge admitted to the cylinder.

Knocking may, however, occur from various causes, such as loose flywheels, uneven spacing in the commutating device, loose connecting rod or main bearings, but pre-ignition is the chief cause.



## CROWD COMES AT LAST

## Sunday Racing at Manhattan Beach Picks Up—Kramer Scores His Points.

A really good sized crowd went to the Manhattan Beach track last Sunday to see the "pros" ride in a circuit meet. The grandstand was well filled for the first time on Sunday, and there was plenty of enthusiasm.

The chief event, the five-mile professional championship, was a rousing race run all in one heat, with the men starting in four different lines, the scratch men at the rear. There were twenty-three starters, and, there being intermediate prizes of one "point" for the laps and ten "points" for the leaders at each mile, the money chasers made a stiff sprint of it all the way. In the last lap what looked much like a new combination developed. Fenn, pulling Kramer and the Bedell brothers, leaped to the front and opened a gap between themselves and the rest of the string, with Frank Cadwell following. Fenn dropped Kramer at the head of the stretch, and the quartet rode home in close order, Kramer winning from Menus Bedell. It looked as if Menus Bedell might have beaten Kramer had he tried, but that he was seeking only the second prize.

Carl Lemberg, the Californian chum of Burton Downing, distinguished himself in the half-mile amateur, first by beating out Dove in an extra heat for added starters, and then by winning the final from Burton Downing by a couple of feet.

The back mark men failed to get up in the one-mile professional handicap, and quit in the last lap. There was a rattling finish between the first bunch of five, and the judges had difficulty in placing the fourth and fifth men. Oliver Dorlon won from Frank Cadwell by a few inches, and the rest of the front bunch were lapped on one another.

There were a number of falls in both the five-mile events, in which big fields started, but the only rider badly hurt was Mario Rossini, the champion of Italy. He fell in the five-mile championship and broke his collarbone. He arose and started to walk to his training quarters, not knowing he was much hurt, but fell on the way and was carried to his cot. An ambulance was called and his injuries attended by the surgeon.

There were twenty-seven starters in the five-mile amateur handicap, and Downing and Lemberg made a grand finish of it. They pulled out of the bunch in turn, and, going to the front on the outside, fought it out side by side to the tape, Downing winning by about a foot. Schwab was a length and a half back.

The consolation event for non-winners was a merry scramble, in which Fenn and Schreiber made a great struggle for the prize, Fenn winning by a few feet.

## Summaries:

One-third mile novice—Won by Harry C.

Berby, New York; Frank L. Diterling, Little Silver, N. J., second; Jack Fassullo, New York, third. Time, 0:44 3-5.

Half-mile open, amateur—Won by Carl Lemberg, Garden City W., San Jose, Cal.; Burton Downing, Garden City W., San Jose, Cal., second; Oscar Goerke, National A. C., Brooklyn, third; Everett Ott, New York, fourth. Time, 1:18 4-5.

Five-mile handicap, amateur—Won by Burton Downing, Garden City W., San Jose, Cal. (scratch); Carl Lemberg, Garden City W., San Jose, Cal. (scratch), second; Oscar Schwab, Roy W., New York (50 yards), third; W. A. Penn, New York (200 yards), fourth. Time, 11:14 4-5.

Five-mile N. C. A. circuit championship—Won by Frank L. Kramer (Pierce team, fourth division); Menus Bedell (Reading Standard team, fourth division), second; John Bedell (Reading Standard team, fourth division), third; Frank J. Cadwell (Rambler team, third division), fourth. Time, 11:18 2-5. Mile prize winners—Krebs, 2; Dorlon, 1; Fogler, 1. Lap prize winners—Galvin, 2; Fogler, 2; Dorlon, 2; Tom Butler, 1; G. I. Kreamer, 1; Guery, 1; Kastendieck, 1.

One-mile handicap, professional—Won by Oliver Dorlon (Columbia team, 80 yards); Frank J. Cadwell (Rambler team, 80 yards), second; Fred H. Scheps (Rambler team, 100 yards), third; L. R. Lake, Brooklyn (140 yards), fourth; J. P. Jacobson (Rambler team, 100 yards), fifth. Time, 1:53 2-5. Lap prize winner, Kastendieck, 2.

Two-thirds mile consolation scratch, professional—Won by W. S. Fenn (Pierce team); G. C. Schreiber (Tribune team), second; Walter Bardgett, Buffalo, third. Time, 1:25 1-5. Lap prize winner—Galvin, 1.

## Veterans' Century Run To-morrow.

The last of the large open century runs before fall, under the auspices of the C. R. C. A., is that of the Veterans, which will be run to-morrow. Charles P. Staubach, national president of the Century Road Club Association, who originated the veterans' runs in 1899, will captain this year's event.

For the first time in six years the run will leave out the Rockaway Beach detour and will, instead, use the course leading from Bedford Rest, Brooklyn, through Coney Island, Jamaica, Freeport, Amityville, Hicksville (dinner stop), and return via Freeport and Valley Stream to Bedford Rest.

On the way home all of the fast division who wish to do so may line up at Valley Stream for a special check, and then ride the last fifteen miles home at any pace they please. The first four to finish will receive special prizes.

## Boy With Record of 14 Thefts.

Lee Kittridge, who is alleged to have stolen thirteen bicycles, has been released on suspended sentence in Ann Arbor, Mich., and put in charge of his father, who is to report to County Agent Childs the continual conduct of the boy.

## ONE MORE FOR MORAN

## Administers the Usual Beating to Same Coterie of Contestants at Boston.

James F. Moran won the twenty-five-mile motor paced race last Tuesday night at the Charles River Park track in 34:13, which is another "world's record behind 4 horsepower motors." Nat Butler was second, Louis Mettling third and W. C. Stinson fourth. Harry Caldwell and Hugh MacLean were to have ridden, but Caldwell's motor was not in condition, and MacLean preferred to save himself for the race at Revere Beach to-night. Mettling had the pole at the start, with Moran on the outside. Stinson had the pole behind Mettling, while Butler was up the bank. James Hunter, who paced Stinson, was the best jockey of the pacemakers, and he carried his man into first place just after the start.

Stinson led at the end of a mile, Moran second, Butler third and Mettling fourth, all about five yards apart. Moran passed Stinson in the third mile after a hard struggle, and the pair gained ground on Butler and Mettling, the latter passed Butler in the sixth mile, and in the fifteenth mile he also passed Stinson and went into second place. Moran gained a lap on Butler in the eighth mile, and soon after was at Stinson's heels. Stinson fell back from his pace in the eleventh mile, and Moran and Butler passed him, Stinson dropping to last place. Mettling gained a lap on Stinson in the eighteenth mile. Butler started after Moran in the nineteenth mile, and Moran gained a lap on Mettling while he was fighting Butler off. Mettling could not stand the fast pace, and he was shaken off his pacing machine, Butler moving up into second place. Moran won from Butler by almost two laps, Mettling being a lap ahead of Stinson and two laps behind Butler.

There were nineteen starters in the five-mile amateur event. Coffey won the first mile prize, Tobin the second mile, McDonald the third and Holbrook the fourth. Logan won in the last sprint, with Downey at his heels, but the latter was disqualified and second place was given to Stoughton. Summaries:

One-mile handicap, amateur—Won by W. F. Drea (200 yards); J. A. McNeil (110 yards), second; A. W. McDonald (65 yards), third. Time, 1:57 2-5.

Five-mile open, amateur—Won by P. F. Logan; L. W. Stoughton, second; J. J. McKinnon, third. Time, 11:40.

## McLean Wins from Mettling.

Hugh McLean defeated Louis Mettling in a fifteen mile motor paced race at Manchester, N. H., on Wednesday night. McLean's time was 22 minutes 15 2-5 seconds.



## POOR PICKING AT VAILSAURG

**Judges Give Decision to Menus Bedell  
When Fenn Seems to Be Winner.**

Even if the races which were run at the Vailsburg track last Saturday had been postponed from the previous Sunday on account of rain, the usual and expected bad judging was apparent in the picking of the winner of the twenty-mile open professional contest. Fenn certainly crossed the tape first, as several experienced men who sat at the tape declared, but Menus Bedell received the decision from the judges, perhaps because he was coming very fast near the line and was clearly in the lead ten feet over the tape. The races were witnessed by nearly five thousand spectators.

The twenty-mile event was the only professional race of the day, and it had lap prizes and special prizes of \$10 for the leader at five, ten and fifteen miles. The declared teams for the race were Kramer and Fenn, McFarland and Root, Cadwell and Bardgett, Fogler and Dorlon and the Bedell brothers. J. Coburn was one of the first of the four lines of riders to be sent away, and he won the first two lap prizes; Bardgett took the third, and Fenn led at the first mile in 2:13 2-5. Rossini led at the second mile in 4:25, when Harold Mount dropped out. Galvin was ahead at the end of the third mile in 6:39, Lake and Rossini dropping out. Fenn won the last two lap prizes for the fourth mile, the time for four miles being 8:55.

McFarland started for the head of the line when the end of the fifth mile was neared, Kramer having ousted Root from his position at the Californian's heels. Fenn went to the front early in the last lap and remained on the pole. Root tried to sprint around the bunch and make up Fenn's ten lengths lead, but the latter won the \$10 from the Bostonian by two lengths, John Bedell being a rear guard at Fenn's heels, with the seeming idea of taking the \$10 if Fenn's speed gave out. Root's tire went flat as he was making his great sprint, and he dismounted in front of the grandstand and made a few childish remarks about his employers, to which no one paid much attention. Fenn's time for the five miles was 11:08. J. Coburn led at six miles in 13:30, where Tom Butler gave up. Jacobson was put out of the race by an accident to his machine in the seventh mile. Fogler led at the end of the mile in 15:44. Galvin led at the eighth mile in 18:08. Just as the riders began on the last lap of the eighth mile Fogler collapsed on the first turn, and Kramer, who was directly behind him, was thrown from his machine, but landed on the grass in the inclosure and was not injured. Bardgett led at nine miles in 20:36.

Bardgett jumped out and made an earnest attempt to win the \$10 for the leader at ten

miles, but the Bedell brothers caught him on the last turn, Menus Bedell leading over the tape by the grace of his older brother in 22:51. Bardgett won all of the lap prizes in the eleventh mile, for which the time was 25:34. He also won the first two in the twelfth, Galvin taking the other two. The twelfth mile time was 27:52. Glasson won his first lap prize at the end of the thirteenth mile in 30:21, at which time twelve of the original twenty-three starters were left on the track, these being Glasson, McFarland, Fenn, Galvin, Scheps, Cadwell, Krebs, Bardgett, Guery, Dorlon and the Bedells. Glasson won all of the lap prizes in the fourteenth mile, the time being 32:39.

Guery dropped out in the fifteenth mile. Fenn led as the starter shot his pistol for the end of the mile, being followed by McFarland, Cadwell and the Bedells. John Bedell made a halfhearted attempt on the last turn, but Fenn went on and won the \$10 by four lengths from Dorlon. The time was 34:59. Galvin led at sixteen miles in 37:23, and Glasson at seventeen miles in 39:50. Bardgett led at eighteen miles in 42:12 and at nineteen miles in 44:34.

Coming into the stretch on the bell lap Fenn led on the pole, with the two Bedells at his heels. As they neared the tape McFarland, Cadwell and Scheps went to the front, and Scheps won his only lap prize as the bell rang for the end of the race. The Australian secured a lead of ten lengths after taking the lap prize, and rode through the backstretch as if determined to win the race. Fenn saw the big lead Scheps had obtained, and made a wonderful sprint after him on the backstretch. Menus Bedell had been at Fenn's heels when he started after Scheps, and the pair passed the Australian on the last turn, Fenn leading into the stretch. As they neared the tape Bedell began to ride around Fenn on the outside, and the Lynbrook rider drew alongside Fenn as they neared the tape. Bedell was comparatively fresh, as he had been enjoying his usual "sleigh ride" behind Fenn, and he did his best to defeat the latter in the race to the tape. As they crossed the line Fenn still led by about two inches, but the judges said that Bedell had won.

Downing, Lee and Billington all qualified from scratch in the one-mile amateur handicap. H. P. Duryea, of East Orange, who had 140 yards, led for seven-eighths of a mile, being fifty yards ahead of the others at the bell. Lemberg, Downing, Zanes, Lee and Billington passed Duryea on the last turn, with Rupprecht in hot pursuit. The big Bay View wheelman was even with the Californian on the last turn, but Downing drew away from him in the straight. Lee wriggled through on the pole, and was but a foot and a half behind Downing as the latter crossed the line, Rupprecht being a good third. The "Junior Strenuous Stakes," the two-mile amateur, had forty-one starters, who were sent away in four divisions, five seconds apart. Zanes was third at the bell, being the only one of the fourth division who caught the leaders. Lemberg, Downing,

Schwab, Lee, Ernst, Rupprecht and Billington were bunched at the bell, but had no chance to win. Chappey, of the Bay View Wheelmen, had a good lead into the stretch, but wobbled badly as he neared the tape, and Mackay defeated him by two lengths, Zanes almost catching Chappey as he went over the line. Summaries:

Half-mile novice—Won by Alfred Wickstrom, Montclair; Niles Wickstrom, Montclair, second; T. E. Finger, Brooklyn, third. Time, 1:15 4-5.

One-mile handicap, amateur—Won by Burton Downing, Garden City W., San Jose, Cal. (scratch); W. R. Lee, New York (scratch), second; Edward Rupprecht, Bay View W., Newark (40 yards), third; L. J. Wentz, National A. C., Brooklyn (80 yards), fourth. Time, 2:00 4-5.

"Junior Strenuous Stakes," two-mile amateur (four divisions)—Won by David Mackay, Newark (third division); Henry E. Chappey, Bay View W. (third division), second; M. T. Dove, New York (third division), third; James Zanes, Newark (fourth division), fourth. Time, 4:31. Lap prize winners, Joseph Rockowitz, New York.

Twenty-mile open, professional—Won by Menus Bedell (Reading Standard team); W. S. Fenn (Pierce team), second; John Bedell (Reading Standard team), third; Floyd Krebs (Tribune team), fourth; Frank J. Cadwell (Rambler team), fifth; Fred H. Scheps (Rambler team), sixth; Oliver Dorlon (Columbia team), seventh. Time, 46:40 4-5. Five and fifteen miles, Fenn; ten miles, Menus Bedell. Lap prize winners: Bardgett, 26; Galvin, 11; Dorlon, 8; Fenn, 7; Glasson, 6; J. Coburn, 4; Guery, 4; G. I. Kreamer, 2; Fogler, 2; Scheps, 1; Lake, 1; Jacobson, 1; Benfer, 1; Rossini, 1, and J. Bedell, 1.

### Mettling Beats Stinson in Close Race.

Louis E. Mettling defeated W. C. Stinson in a 15-mile motor-paced race at Manchester, N. H., on the night of July 13. Stinson led up to the twelfth mile, when he lost his pace. Mettling then went into the lead, and was three-quarters of a lap ahead at the beginning of the last mile, when he lost his pace. Stinson caught him, but lost his pace again as he was about on even terms with his opponent. Mettling managed to cross the tape twenty yards in the lead in 21 minutes 40 seconds. Mettling was paced by Charles Turville and Stinson by James Hunter. Harry Caldwell, the Reading Standard "fifty-miles-an-hour" man, started the paced race and challenged the winner of the contest. The two-mile amateur handicap was won by A. W. McDonald, of Boston (scratch); Napoleon Morin, of Manchester, was second and L. Herbert, of Manchester, was third. Time not taken.

The fifth circuit meet for the N. C. A., 1904 professional championship will be held at the Vailsburg track to-morrow. The championship race will be at five miles, and \$10 will be offered to the leader at one, two and three miles, \$5 to the leader at four miles and \$1 to the leader at each lap.



**"OLD MAN" VS. "FLYING BOY"****Sobriquets Go Wrong When Butler and Nelson Meet at Vailsburg.**

The "Grand Old Man of Cycling" and the "Flying Schoolboy" met in a five-mile motor paced race at the Vailsburg track last Sunday, and the older competitor won in straight heats. Nat Butler was the "Grand Old Man," etc., according to the programme, while the title of "Flying Schoolboy" was tacked onto helpless Joe Nelson by his manager when the little Swede was racing at Boston last year. Butler was paced by William Saunders, and Robert Hunter paced Nelson. The latter had trained for only two weeks, and was not in condition for a hard race. Though it was the first paced race at the track in two years, the absence of the sprinters at Manhattan Beach seemingly affected the attendance, as only a small crowd turned out.

The pair started on even terms in the first heat. Nelson gradually went to the front in the first lap, but at the end of the first mile Butler had cut his opponent's lead down to twenty yards. They rode side by side from a mile and a quarter for half a mile, when Butler went to the front. Nelson passed Butler soon after, and kept the lead until the end of the third mile. Then Butler commenced to cut down Nelson's lead, and the older rider won the heat by a length. Butler had the pole in the second heat, and, getting away in the lead, kept it to the end. Nelson made many efforts to gain on Butler, but always lost ground on the turns. At three miles Nelson made a desperate effort to catch Butler, but lost his pace in the attempt. Before Nelson caught his pace again Butler gained a lead of one hundred yards. Nelson rode well from then on, but lost the heat by ten feet.

Billington, Ernst, Lee and Rupprecht all started from scratch in the one-mile amateur handicap, Rupprecht being the only one of them that failed to qualify. Ernst made most of the pace in the final heat, and the field bunched in the last lap. Billington won from Witting, a 120-yard man, by half a length, Lee being a close third. The "Gladiator Stakes," as the five-mile amateur was styled on the programme, had twenty-three starters, who were sent away in five divisions, five seconds apart. Charles Embleton, of Westfield, one of the first division, won twelve of the first thirteen laps and another later, which gave him the special lap prize. The field bunched at four miles. Lee won in the sprint at the finish from Embleton by a length, Schlee, of the National Turn Verein, being third. Summaries:

Half-mile novice—Won by Charles J. Jacobs, New York; Olaf Nelson, Jersey City, second; Albert Husse, Newark, third. Time, 1:23 4-5.

One-mile handicap, amateur—Won by Teddy Billington, National A. C., Vailsburg (scratch); Joseph Witting, Newark (120 yards), second; W. R. Lee, New York (scratch), third; Charles Frank, Newark (80 yards), fourth. Time, 2:03 3-5.

Five-mile amateur (five divisions, five seconds apart)—Won by W. R. Lee, New York (fifth division); Charles Embleton, Westfield (first division), second; Charles Schlee, National T. V., Newark (fifth division), third; Henry Chappey, Bay View W., Little Falls (third division), fourth. Time, 11:47.

Five-mile motor paced race, professional, between Nat Butler, Boston and Joe Nelson, Newark—First heat won by Butler; time, 8:00 4-5. Second heat won by Butler; time, 7:46 3-5.

**What Walthour "Stands For."**

Bobby Walthour is popular in Atlanta, Ga., the city of his home, as bears witness this editorial from an Atlanta paper, after Bobby had broken two ribs and a collarbone on the track there:

"There is a feeling of general and sincere regret throughout the city over the accident which befell Robert Walthour on the Stadium track last night.

"The world's champion cyclist has given pleasurable excitement to so many thousands of people in his triumphant years upon the track that if there were nothing more in him to admire there would be multitudes who would be attached to him for his courage, his skill, his manliness and his incomparable speed upon the wheel.

"But the young athlete stands for something even higher than this. He has wrapped about his unequalled triumphs in his chosen field of sport a character which endears him to the people among whom he lives, and makes him an exemplar of pure and manly sport in every section of the republic.

"As the apostle and exponent of the highest temperance; as the fearless and consistent respecter of the Sabbath Day, and as a loyal and devoted husband of one loyal and devoted wife, he has illustrated a character which has dignified American sport and made him a model of his class."

**National Circuit Moves Eastward.**

After Vailsburg's races to-morrow the circuit chasers will go to Hartford, where they are scheduled to race on Monday night. There will be a championship event and a handicap, besides some amateur contests. The following day the party is due to race at the Charles River Park track, in Cambridge, where there will be another championship event decided.

**Champion Again in France.**

Albert Champion, the French motor pace follower and motor bicycle racing man, arrived in Paris on June 30. He commenced training at once, and will soon make his appearance in competition. He will be paced in his races by Marius Thé, one of the best

**BUTLER'S TWO MORE SCALPS****Bald, Brawny Nat Trims Caldwell and Moran Behind Pace at Hartford.**

Nat Butler won the 20-mile motor-paced race at the opening meet of the Hartford Velodrome, held last Monday night, defeating Harry Caldwell and James Moran. Moran had the lead at the start, Butler being in second place and Caldwell last. Moran led for only part of the first mile, when his rear tire came off and he lost two laps while changing mounts. The front tire of his extra machine punctured, and he was off the track while his opponents rode several miles. He started again after having put another wheel in his machine, but gave up after riding five miles.

Butler went to the front after Moran's mishap in the first mile and never relinquished his advantage. Caldwell lost his pace in the second lap of the fifth mile, and Butler gained two laps on him. Butler won the race from Caldwell by two and a half laps in 33:45 3-5. Butler received an extra prize of \$100, offered by the track manager to any one who would defeat Caldwell there. Butler was paced by William Saunders, Caldwell by Charles Turville and Fred White was Moran's pacemaker.

The half-mile race for the city amateur championship was won by J. P. Branigan, of New Britain, Bert J. Bannon, of Hartford, being second. The five-mile motorcycle race was won by J. M. O'Malley, of Hartford, E. M. Coates, of New Britain, being the only other contestant. O'Malley led for four miles, when Coates passed him. The latter's machine gave out in the last mile, and O'Malley won easily. R. F. Kelsey, chairman of the N. C. A. board of control, was one of the spectators.

**Summaries:**

Half-mile city championship—Won by J. P. Branigan, New Britain; Bert J. Bannon, Hartford, second. Time, 1:12.

Five-mile motorcycle race—Won by J. M. O'Malley, Hartford; E. M. Coates, second. Time, 7:53 3-5.

Australian pursuit race—Won by J. P. Branigan, New Britain; Bert J. Bannon, Hartford, second. Distance, 3 miles 4½ laps. Time not taken.

**Little Sense in this Long Tour.**

Leo Little, who is described as "a New York bicycle rider of much reputation," is reported in Wheeling, W. Va., enroute to St. Louis. Little's tour is of the foolish order. He is making a boast of journeying without tools or repair kit, and, as a Wheeling paper expresses it, "when he receives a tire puncture it is necessary for him to walk until he finds some one kind enough to assist him." While in Pennsylvania an unconscious joker drove a knife into Little's tire and thus afforded him plenty of time for rest and reflection.



**Elmer Wins Suit Against Velodrome.**

L. H. Elmer, of Hartford, has secured a judgment of \$1,443.30 against the Velodrome Cycle Track Company of that city, his claim being for the back salary as manager of the track, money loaned and for prizes delivered to riders. The original owners of the track were Elmer, John Birmingham and E. A. Gillett, and the business was conducted as a partnership. Elmer bought Gillett's share and the business was incorporated in June, 1902, Henry D. Midleberger being taken in. The latter was made secretary and treasurer and Elmer was president and manager.

Mrs. Gillett, of Springfield, the owner of the ground upon which the track stands, served notice of ejectment on the company some time ago, but it is understood that Elmer has made an arrangement with her by which the track will continue to be run. Elmer has received many requests from citizens of Hartford to open the track, and he expects to have races there within the next few weeks. The opening card will probably be a motor paced match between Harry Caldwell, Nat Butler and James Moran, at twenty miles.

**Woman and the Bicycle.**

The bicycle should now be one of the many important and recognized assistants to women's life in the open, writes Lucille Eaton Hill in Good Housekeeping. It is the best automobile for the health and complexion when there is a desire to arrive more quickly than by walking. It is a means of bringing country sights or sounds to thousands of women whose work is indoors and sedentary. The exercise will be followed by sleep more refreshing than the rest following a trolley ride. The temporary, as I believe, banishment of the bicycle for women has been one of the most unfortunate, unconscious bits of selfishness on the part of women who could have horses or yachts at their will. If the bicycle had made its debut now it would have found women firmly convinced of the value of its services to this accepted and growing need of open air exercise.

**Böttner Loops Double Loop.**

Looping the loop on a bicycle, it appears, is no feat for a Berlin cyclist named Böttner, who has devised a double loop, and with which he is now practising. To successfully negotiate Böttner's loops, the performer, after having completed the first half of the large loop, and while his head is downward, must steer into the second, or small, loop; when he reaches the upper part of this loop, his head being turned toward the earth a second time, he must steer out upon the second half and finish on the large loop. Great speed being necessary to accomplish the feat, the starting point is higher and the first descent considerably steeper than in the case of the ordinary loop.

The nerve, skill and presence of mind required by the rider may be imagined.

A bicycle store has been opened at Cedar Rapids, Iowa, by Robert Smulekoff.

**Motorcycle Does Family Washing.**

(Edinburg, Va., Sentinel.)

H. G. Hitner has been exercising his inventive genius, and the result of his efforts is that the weekly family wash day, instead of being a burden, as it is to most people, is the day he most enjoys of any of the six whereon man is permitted to labor. He is the owner of a rotary washing machine, which he geared to his bicycle after the latter had been suspended in a frame. After the clothing has been placed in the machine, with the usual supply of water and soap, Harry lights a cigar, mounts his bicycle and wheels away. By the time he has pedalled enough to take him to New Market, if the wheels were on the ground, the clothing has been washed, he has had an enjoyable ride, and he and his good wife are correspondingly happy. This is only one of the many new things that have been inaugurated in Edinburg during the last few months, and it helps to prove what every one says about us, viz.: "The old town is surely on a boom."

P. S.—Since last week the weather has got too hot for Harry to pedal, so he has attached County Treasurer Hutcheson's motorcycle to the machine, and he now swings in his hammock and basks in the early morning sunshine while the motorcycle does the washing.

**Large vs. Small Sprockets.**

Editor The Bicycling World:

In a recent issue of the Bicycling World it was stated that while some advocated the use of large sprockets, and others still favored small ones, the question as to which made the more easily propelled wheel was as much in doubt as ever.

There never was, and never will be, any doubt in my mind; and if I had a thousand dollars to spare I would place it in escrow to be presented to the first person who should demonstrate the fallacy of the following propositions: Other things being equal, the use of large sprockets results in less strain on the chain in driving a bicycle; this results in less pressure in both the crank hanger and rear hub bearings, consequently a more easily propelled wheel. Incidentally, there is less wear of the chain and the sprocket teeth. I am prepared to furnish figures and illustrations in support of the foregoing propositions, and submit them to any professor of mechanical engineering in any university.

HENRY H. WHEELER, Pomona, Cal.

**Tourists Reach Detroit.**

Luther D. Barnard, aged twenty-two, and George A. Gilmore, aged twenty-one, arrived in Detroit, Mich., last week on bicycles, making their first stop in a contemplated journey of twenty thousand miles. They expect during an absence of two years to visit the capital of every State in the Union. From Detroit they started for Columbus, O., on Saturday. The last capital they will visit will be Guthrie, Okla. Both young men belong to the Jackson, Mich., Y. M. C. A. and the League of American Wheelmen.

**Buffalo Ramblers Win Team Race.**

James Dick, of the Ramblers' Bicycle Club, finished first in the fifteen-mile interclub team race, which was run at the picnic of the Ramblers at Columbia Park, Buffalo, last Sunday. The race was a three-cornered contest between the Ramblers, Woodbine and Black Rock clubs, each team being composed of five men. Three of the Ramblers' men finished first, second and third, and their team won the race with a total score of 61 points. The Woodbines were second, with 38 points, and the Black Rocks third, with 20 points. Val Jehle, the hope of the Black Rocks, was thrown from his machine after ten miles of riding and badly hurt.

The order of finish was as follows:

| Name.          | Club.      | Pts. | Time. |
|----------------|------------|------|-------|
| 1. Dick,       | Rambler    | 15   | 37:40 |
| 2. Scheu,      | Rambler    | 14   | 37:41 |
| 3. Lewis,      | Rambler    | 13   | 37:42 |
| 4. Baumeister, | Woodbine   | 12   | 37:43 |
| 5. Goehler,    | Rambler    | 11   | 37:45 |
| 6. Martin,     | Woodbine   | 10   | 37:46 |
| 7. Beirbeck,   | Woodbine   | 3    | 38:00 |
| 8. Lester,     | Rambler    | 8    | 38:20 |
| 9. McCracken,  | Black Rock | 7    | 38:25 |
| 10. Mallor,    | Black Rock | 6    | 38:28 |
| 11. Fischer,   | Black Rock | 5    | 40:00 |
| 12. Gettrie,   | Woodbine   | 4    | 40:15 |
| 13. Elliott,   | Woodbine   | 3    | 40:25 |
| 14. Hopkins,   | Black Rock | 2    | 43:00 |
| 15. Jehle,     | Black Rock | 0    |       |

**Centurions Will Hold "Field Day."**

At Valley Stream, Long Island, to-morrow the New Jersey and New York divisions of the Century Road Club of America will hold their annual "field day," which is the occasion for sports of many sorts and the time for deciding the all around championship of the two divisions.

The programme will include a one-mile, two-mile and five-mile handicap. In addition to these events there will also be a one-and-one-half-mile handicap running race for the championship. The New York and the New Jersey divisions, which now rank as the strongest divisions of the organization, have entered their strongest teams for the games.

A baseball game between teams composed of New Jersey and New York members will wind up the day's programme.

**Long Tour on a Tandem.**

Two Chicago youths named Charles Maisch and Charles Bander have started from Los Angeles to ride to their native city on a tandem bicycle. They stayed at Los Angeles for several months, having gone there to visit friends. They expect to follow the line of the Santa Fe Railroad as nearly as possible. They will carry no baggage with them, except such as can be used in repairing their machine in case of a breakdown or a punctured tire. With ordinary riding luck they expect to reach St. Louis in about six weeks, and after a visit of some days at the big fair will continue on to Chicago.

The suit of Samuel B. Illingworth and other stockholders of the New Jersey Bicycle Track Co., at Newark, against Henry K. and C. B. Bloemeke has been postponed until July 13. The plaintiffs began suit two years ago, asking for an accounting and a share of the profits of the Vailsburg race track.



## MONROE'S BIG, EASY RUN

**Half-Century Jaunt Attracts Great Crowd and Makes Impressive Showing.**

Although it was one of the largest cycling gatherings in recent years, it is impossible to learn either the exact number of starters or survivors in the Monroe Wheelmen's half century run on Sunday last. Because one of the club officials told the daily newspaper reporters that there were 753 participants, his fellows, imbued with a mistaken stand together spirit, refuse to deal with the figures, although admitting that 753 is an inflation. There were really about 450 cyclists in the run, which proved a well managed affair and one that indicated to New Yorkers that cycling is not as "dead" as many of them imagine it to be. The lion's share of the credit belongs to President R. J. Nagle and Captain Oscar Frankel.

The route was from 125th street, New York, to Coney Island, via the College Point ferry, Flushing, Jamaica and the cycle paths. Coney Island was reached at 2 o'clock, and there a fine dinner was awaiting the arrival of the army of cyclists. The invasion of that resort by such a throng of wheelmen was the cause of not a little surprise and astonishment to the vast crowds of pleasure seekers, and the impression made cannot but serve the cycling interests a good turn.

During the course of the dinner a few appropriate remarks were made by Messrs. Nagle and Frankel and others. After dinner a meeting of all the captains of the participating clubs was held for the purpose of discussing future union runs and promoting a closer relationship between the various organizations.

At 4 o'clock the start for home was made, the route being the Coney Island cycle path to Bedford Rest, thence by way of Bedford avenue to the Twenty-third street ferry, and up Fifth avenue to 125th street.

The run was marked by the good appearance of the riders. While there were in evidence a few old creaks, ridden by men in long trousers, there were not nearly so many as is usually the case in runs of the kind. The orderly riding and the military precision with which the schedule was adhered to was the subject of much comment; an easy, uniform pace was set, and every one seemed to enjoy the ride. There was no scorching and very little lagging, and when Coney Island was reached the body had the same formation and fine appearance that characterized the whole run. Medals were awarded to the individual survivors of the run, and also to the clubs in line. The Century Road Club Association carried off the award for the club having the largest turnout and making the best appearance, by parading 175 men. The St. George Wheelmen, with fifty-two men, were second, and the Roy and Brower Wheelmen, with 47 and 38, respectively, accounted for the other prizes.

The clubs that participated were the C. R. C. A., Eastern and Long Island divisions; St. George W., Royal W., Brower W., Universal W., Sunset W., Roy W., Lenox W., C. R. C. of A., Village W., Bay View W., of Newark; West Hoboken W., Calumet W., Owl Athletic Club W., Knickerbocker Athletic Club W., Praha W., Atlantic W., Stuyvesant W., Western Union W., Crescent Athletic Club W., Prospect, Mohawk Athletic Club W. and the Royal Arcanum W.

The officers of the run were as follows: Grand marshal R. J. Nagle, president Monroe W., New York; captain and chief pacemaker, Oscar Frankel, captain Monroe W., New York; assistant pacemaker, Ernest Ziegler, first lieutenant Monroe W., New York; courier, R. J. Nagle, jr., Monroe W., New

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CHICAGO

NEW YORK BRANCH 214-216 WEST 47TH ST.

York; pacemaker of ladies' division, numbering about forty, Mrs. C. B. Ruch, formerly Miss Jane Yatman.

The unattached division was captained by Charles Rothgesser, of the Monroe W., New York, assisted by R. A. Van Dyke, C. R. C. A., and Arthur Boyd, who has the distinction of having ridden more centuries than any other New York rider. He wore a string of 175 bars. Two one armed men and one one legged man led the unattached division.

### Octogenarian Vegetarian on Tour.

Dr. C. J. Harris, eighty-two years of age, recently started on a cycle tour from London to Edinburgh and back to demonstrate that such a journey can be made by a man of advanced age who is a vegetarian and is not addicted to the use of tobacco and drinks of an alcoholic nature. Incidentally, he desires to "confer with tramps, roadmen and others on the subject of hygiene." The doctor's meals en route will consist of bananas, strawberries, whole meal bread, boiled water and weak tea, with plenty of milk. His schedule calls for fifty miles a day.

## ROWLEY'S 13 WAS LUCKY

**Indianapolis Rider Joins Run at Last Moment and Wins World's Fair Prize.**

The ill omen that is supposed to attach to No. 13 received a knockout blow at the run given on Sunday last by the Bicycle Dealers' Association of Indianapolis, Ind., to the riders of that city. Riverside Park was the destination, and as an extra inducement for wheelmen to attend, a round-trip ticket to the world's fair was offered.

A few minutes before the run was started D. E. Rowley approached George Kreitlein, the chairman of the runs committee of the association, and said if he had a ticket he would go with the party. Mr. Kreitlein had but a few pasteboards left, and he handed one to Mr. Rowley; it was almost the last ticket given out.

After the party reached the park the coupons of 197 tickets were placed in a hat and the twenty-fifth number drawn out was No. 13, held by Rowley, who won the prize.

Edward Phipps was captain of the run, and he led the riders at a pace that was in keeping with the temperature. After the riders reached their destination a vote of thanks was given for his leadership. The Dealers' Association will not hold another run or entertainment until Labor Day, when a good thing is promised the wheelmen.

### Relay Ride for Military Purposes.

In order to impress the authorities with the usefulness of motor bicycles for military purposes a relay ride across France was run on June 27, and with results that should serve the purpose. The distance from the western edge of the republic to the eastern frontier, 1,127 kilometres (roughly 700 miles), was completed in slightly less than thirty-six hours, elapsed time. The ride, which started at midnight, was divided into eleven relays, and each dispatch carrier was accompanied by two substitutes. One rider was delayed by a fog, but the greatest delay was occasioned by the non-appearance of the men designated for the tenth relay. Deducting the loss of time occasioned by this delay, the net time of the ride was 29 hours and 32 minutes, remarkable time in view of the amount of night riding necessary. One of the dispatch carriers was Mme. Clouet.

### Breaks Britain's End-to-End Record.

Dr. Wesley, an amateur long distance rider of Nottingham, England, on June 27 last broke the unpaced cycle record from Land's End to John o' Groat's, some 880 odd miles, covering the same in the actual riding time of four days, seven hours and twenty-two minutes, beating the former record by nearly twenty-two hours. The bicycle that he used was equipped with a three-speed gear device. This run, as is well known, is the longest and most difficult run possible in Great Britain, being from the extreme southwestern part to the extreme northeastern part of the island.



## NO "HAS-BEEN" HE

**Tom Cooper Tells Why He Competed in the Detroit's Recent Road Race.**

"Why, I just got a little feverish one night after taking a ride on my bicycle," said Tom Cooper last Wednesday when asked how such a retired campaigner as himself had re-entered the lists against a lot of youngsters and competed in the Detroit Wheelmen's 25-mile Belle Isle road race on June 4. "I ride my bicycle a great deal when I am home, even if I have an automobile. I keep the car downtown, and always ride from the garage to my house at night and back to the garage in the morning, as I get lots of good exercise that way.

"When the Detroit Wheelmen first began to talk about getting up a road race on Belle Isle, a lot of them asked me if I would not be one of the old time crowd to go in, and, more to get rid of them than anything else, I said I'd go in. The papers took the thing up and told how the younger riders would have to train hard, as Jerry Woodward, John Schaffer, Irving Lutes, Fred Joseph and I would be in the race, and that Al Flath, an old timer from Chicago, would also be on hand. Then the automobile crowd began to give me the laugh, and ask me if I intended to enter a bicycle road race and drive the old '999.' They all told me that I was a has-been, and would not last for five miles, much less go the full twenty-five of the race.

"I became tired of the 'joshing,' and made up my mind that I'd show them I wasn't as much of a has-been as most of them seemed to think. So I began to train at night, and none of them knew that I had been on a bicycle since I stopped racing back in 1902. I'd take my machine—I ride an Orient at home—and go out at night and ride ten or fifteen miles on the Boulevard. I would start out behind my automobile and have whoever was driving it hit up a fair pace. Quite a few of the riders who had entered for the road race trained behind automobiles, but nearly every one of them followed close behind the centre of the car, and never had to do any work to speak of in order to 'hang on.' When I trained, I would ride about ten feet behind the rear wheels of the machine, so that if it had to stop in a hurry I could dodge to one side.

"None of the riders knew that I had trained at all for the road race, and they all thought it was a good joke about my riding for twenty-five miles over the road on a hot day, when I might as well have been sitting in the shaded judges' stand. The work I did behind the automobile was doing me so much good that I stuck to it. It was often hard work to keep within ten feet of the car, especially when we struck a sandy stretch of road, but it is the best way to train for a road race that I ever discovered. I was feeling stronger and faster every day I trained, though, and kept at it for the benefit it was to me.

"I sprung a surprise on the natives and the riders, too, when the day came for the race. When I had trained for fifteen miles or more, my neck would be sore and stiff from bending over the handle bars, and so I had a pair of double bars fixed up, like the riders use in the six-day race here in Madison Square Garden. I did not show them to any one, and took my wheel over to the island with a regular pair of handle bars on it. Just before it was time for me to start, I pulled out the double bars from the basket on the automobile and put them on the bicycle. I guess no one there had ever seen such an arrangement before, and they made the hit of the race. Every time we would pass the crowd, some one would ask me where I got the bars, but they were fine for a road race. I could bend over them when the pace was fast and against the wind, and when the wind was on our backs I'd sit up straight and let the wind carry me along.

"Wiley got away from us in a funny way. He was setting pace on the Canadian side of the island, where we had the wind behind us, and one of the Streberger brothers was following him. I was riding along, watching the wheel of the man in front of me, and never knew that the Syracuse rider had gotten away until I looked up and saw him about a quarter of a mile ahead of us. I rode up and asked Streberger how Wiley got away from him, and he said that he could not hang on. I went after Wiley for about a mile, and almost caught him, but none of the others would take any pace, so Wiley stayed away from us. Maybe I pulled the bunch so fast that none of them had enough strength left to go after Wiley.

"I ought to have beaten Joseph out at the end of the race, but the crowd swarmed all over the road at the finish. I was ahead of Joseph as we neared the tape, when he ran into me and my pedal pulled a lot of spokes out of his front wheel. I swerved over to one side to get out of his way, and ran into a man and knocked him headlong. By the time I got going again Joseph had too much of a lead, and though I caught and passed him a few yards after crossing the tape, he rode over the finishing line before me. I felt fine after the race, and it was the easiest twenty-five-mile road race I ever rode in."

### Mayor Violates Sidewalk Law.

Charles H. Leeds, Mayor of Stamford, Conn., uses his bicycle constantly, but hereafter it is likely that he will keep off the sidewalks in his home city. A local ordinance prohibits riding on Stamford sidewalks, with a minimum penalty of \$100 for violating the law. In spite of being the chief executive of the city, Mayor Leeds must stand trial along with fifteen or twenty other alleged violators of the ordinance.

More than two thousand wheelmen of Tacoma, Wash., have paid 50 cents each for bicycle path fund tags, and they have insisted that all cyclists be compelled to purchase the tags.

## EVIL TIME ON PACIFIC

**Californian Pictures the Effect on Roads of Hot Weather and Orange-Hauling.**

H. H. Wheeler, the enthusiast of Pomona, Cal., writing to the C. R. C. of America officials in New York, says:

"For you Eastern fellows, the halcyon days of cycling are at hand; with us the evil time has come, and the roads will grow worse and worse and worse for nearly one hundred and fifty days, and the temperature will become hotter and hotter and hotter until the mark of 104 degrees, possibly 110 degrees, is reached. But, really, we have not very many hot days, as you probably know, on account of the lack of humidity in the air; a day when the mercury crawls up to 100 degrees is not so disagreeable as many a sultry day East with the temperature only 70 degrees or 75 degrees. Then the nights are always cool. Even if the temperature has been 100 degrees in the shade during the day, one is absolutely sure of a cool, refreshing night.

"Hauling heavy loads of oranges, hay and grain cut up the roads badly and make chuck-holes with sharp edges almost sure to cause a tumble if your wheel slides into them. Then, as soon as the middle of the road is very bad, carriages and wagons begin to run in the only good path left for the wheelmen, and finally the whole width of the road is cut up, and you hear your tires go pluff, pluff, pluff in the rim-deep dust.

"There are a few short stretches of excellent road which are good for wheeling all through the summer and fall; but it is now almost impossible to find a good 20-mile course, either straightaway or circular. The 20-mile circular course I have been riding has become so poor that it is taking me an hour or two longer to ride a century than it did three weeks ago."

### London's Long Famous Parade.

For something over twenty years the Woodford meet has been one of the cycling fixtures in London. Prior to 1898 the meet consisted of a parade of neatly uniformed clubs. In that year, however, the run was changed into a parade and carnival of decorated wheels and fancifully garbed riders. Keen rivalry exists between the various clubs. The meet also serves a very useful purpose—money box bearers pass through the throngs that gather, and the contributions received are turned over to hospitals and charitable organizations. Last year the meet netted £400 for this purpose, and this year over £500 was realized. The total amount distributed up to last year was £1,215. At this year's function 742 wheelmen participated, including twenty-four clubs. Many prizes were offered for the best decorated machines, costumes, clubs, etc. A lantern parade home concluded the frolic.

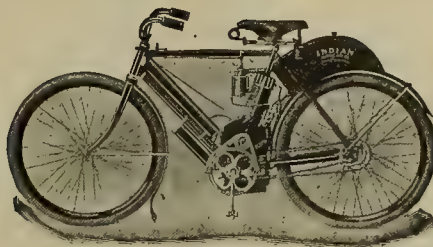




"These performances challenge the attention of the civilized world."—Extract from the Contest Committee's Report.



## ONCE MORE



and as usual

# Overwhelming Victory for the INDIAN DIAMOND MEDAL

## F. A. M. ENDURANCE CONTEST

won by George N. Holden on an Indian with a score of 1310 points out of a possible 1317.

## AND SECOND, THIRD AND FOURTH AWARDS

also were won by Indian riders, likewise the medal for the first series of the Contest.

## IN 1903, THE INDIAN WON THE ONLY GOLD MEDAL

## IN 1902, INDIANS WON THREE GOLD MEDALS

In every hill climb, in every road race, in the majority of track races, in every form of open contest, the Indian has been in the forefront and has proven its superiority. Its record is one of not occasional but of consistent triumph.

Not Words, but Deeds.

Not Promise, but Performance.

## THE INDIAN IS THE STANDARD OF EXCELLENCE

They all recognize it. "Just as good as the Indian;" "Just like the Indian." and similar assertions daily prove this recognition. But when put to public test, it is always a case of no motor bicycle as good as the Indian. It is the one machine that is as good as it looks. If proof is convincing how can any man purchase other than the Indian? When in doubt, ask Indian riders.

Is the Indian represented in your vicinity?

**HENDEE MFG. CO.,**

-

-

**Springfield, Mass.**



**Standing of the Mileage "Fiends."**

Both the mileage and century competitions of the Century Road Club of America are being better contested this year than for the last three years, and the records thus far are higher. H. H. Wheeler, of Pomona, Cal., leads in both. The mileage competition on May 30 stood as follows:

- 1—Henry H. Wheeler, Pomona, Cal.
- 2—Harry Early, Bayonne, N. J.
- 3—Andrew Clausen, Chicago, Ill.
- 4—Thomas W. Davis, Peoria, Ill.
- 5—Fred E. Mommer, New York.
- 6—Maxwell Drennan, Jersey City, N. J.
- 7—Gilbert C. Badeau, Far Rockaway, N. Y.
- 8—John L. Downey, Newark, N. J.
- 9—Frank R. Riley, Jersey City, N. J.
- 10—Joseph Ernst, Jersey City, N. J.
- 11—Daniel W. Hill, Bayonne, N. J.
- 12—John McComb, Jersey City, N. J.
- 13—P. J. Sherry, Jersey City, N. J.
- 14—Peter Lee, Jersey City, N. J.
- 15—John F. Byrnes, Jersey City, N. J.
- 16—Peter Halet, Chicago, Ill.
- 17—John Bailie, New York.
- 18—J. E. Gregoire, Brooklyn.
- 19—William Davis, Jersey City, N. J.
- 20—Frank A. Dyer, Brooklyn.

On the same date the order in the century competition was:

- 1—Henry H. Wheeler, Pomona, Cal.
- 2—Fred E. Mommer, New York.
- 3—Andrew Clausen, Chicago, Ill.
- 4—Albert D. Rice, Central Falls, R. I.
- 5—Harry Early, Bayonne, N. J.
- 6—P. J. Sherry, Jersey City, N. J.
- 7—Harry B. Hall, Brooklyn.
- 8—William G. Meister, Brooklyn.
- 9—William Maurer, Brooklyn.
- 10—J. E. Gregoire, Brooklyn.
- 11—E. Groom, Tarrytown, N. Y.
- 12—Gilbert C. Badeau, Far Rockaway, N. Y.
- 13—Charles L. Shoenart, New York.
- 14—William Davis, Jersey City, N. J.
- 15—John McComb, Jersey City, N. J.
- 16—Frank Hutwohl, Jersey City, N. J.
- 17—William F. Watson, Philadelphia, Pa.
- 18—O. J. Nelson, West Hoboken, N. J.
- 19—W. E. Thompson, Brooklyn.
- 20—Oscar Lenz, New York.
- 21—John L. Downey, Newark, N. J.
- 22—J. B. Underhill, New York.
- 23—Fred J. Wieman, New York.
- 24—Gus. Schafer, Brooklyn.
- 25—Maxwell Drennan, Jersey City, N. J.

Wheeler recently met with an accident which is likely to keep him from riding for a month. His leadership is so great, however, that he is scarcely likely to lose first place.

**Keegan to go to Ireland.**

Patsey Keegan, who has confined most of his energy to competing in the annual six-day team races in Madison Square Garden for the last two years, intends to sail for Ireland in the near future and make his home in that country. He will be accompanied by his wife, and will go into business there. He expects to return next fall as a member of a team which will represent Ireland in the next six-day race.

**The Week's Patents.**

764,599. Driving Mechanism for Bicycles. Andrew A. Kennedy, Camden, N. J. Filed November 16, 1903. Serial No. 181,453. (No model.)

Claim—The combination with a frame and a rear driving wheel of a bicycle, of a bar at either side of said wheel, fastened to said frame and having its free extremities extending rearwardly beyond the periphery of said wheel, a driving shaft journaled in the free extremities of said bars, a lever hinged to the driving shaft and extending on each side of the rear driving wheel toward the front wheel, a ratchet wheel secured to the driving shaft for each of said levers, a spring pawl on each lever adapted to engage with its respective ratchet wheel, springs to maintain the free ends of the levers in an elevated position, and means to transmit the rotary motion of the driving shaft to the rear driving wheel of the bicycle, substantially as and for the purposes set forth.

764,774. Bicycle or Cycle Holder. John F. Sargeant, Bracknell, England. Filed September 4, 1903. Serial No. 171,953. (No model.)

Claim—The combination in a cycle holder of a bracket adapted to be secured to a suitable erection; an arm formed with a T end pivoted to said bracket; an arm swivelled upon the pivoted arm upon an axis longitudinal with said arm; a jaw integral with said swivelled arm; a jaw pivoted to said swivelled arm and formed with a tail end; thumbscrew working through the tail end of said pivoted jaw, a segmental plate secured to the tail end of said pivotal jaw, having holes therein, and a slot in the integral jaw through which the segmental plate passes, whereby said pivoted jaw may be locked in different positions as set forth.

764,626. Sparking Plug. Alphonse F. Pieper, Rochester, N. Y. Filed April 22, 1901. Serial No. 56,806. (No model.)

Claim—1. In an electric sparking device, the combination with a metallic stem, of a shell composed of a more expansible metal arranged between the ends of the stem whereby the unequal expansion of the parts will cause the proximate ends of the stem and shell to approach each other and a refractory insulating material arranged between the stem and shell.

764,800. Amusement Apparatus. Thomas W. Eck, New York, N. Y., assignor to Arthur T. Prescott, New York, N. Y. Filed May 12, 1904. Serial No. 207,670. (No model.)

Claim—1. An amusement whirl, comprising a hemispherical riding surface.

2. An amusement apparatus comprising a completely inclosed whirl constructed to permit a performance within to be viewed from without.

765,138. Grip Operated Controlling Mechanism for Motorcycles. Carl O. Hedstrom, Springfield, Mass., assignor to George M. Hendee, Springfield, Mass. Filed August 4, 1903. Serial No. 168,186. (No model.)

Claim—1. In a motorcycle, comprising an explosion engine, an electric igniting device therefor and regulating means for the engine; a steering handle, a grip axially rotatable thereon, a swinging member supported on a fixed part of the machine, and comprising a switch which forms part of the circuit of said igniting device, and a connection between said grip and said swinging member whereby the rotation of the grip may effect the regulation of the motor, and the operation of the switch to make and break the igniter circuit.

**Racing Rowdiness to be Punished.**

Frank J. Cadwell, one of the Pope Company's Rambler team, in discussing the fights at Vailsburg last Monday, said:

"The N. C. A. must establish umpires at every turn on the track and then punish every rider who transgresses the rules. When a rider throws you it is necessary to go right out and throw him and defend yourself with fists, for the N. C. A. does not punish riders as it should. Cycling promises to be ruined from rowdy riding, and I, for my part, am willing to take my punishment if others are also punished. An iron hand is needed in cycling.

"The rules specifically state certain things, but these are not enforced as they should be."

Other riders confirm Cadwell's statements, and President Batchelder, of the N. C. A., said: "The rules will be enforced. The races at Vailsburg Monday opened my eyes. Foul riding will have to stop. No more such scenes as were enacted on the Vailsburg track Monday will go unpunished."

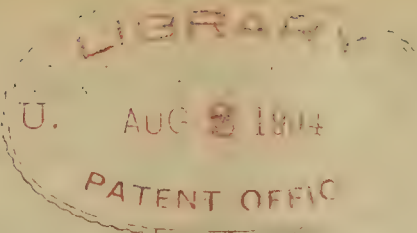
**Pattersons Elect Officials.**

The semi-annual election of officers of the Patterson Wheelmen, of Baltimore, Md., held at the clubhouse, resulted as follows: President, J. V. Kimbel; first vice-president, G. Dull; second vice-president, J. Sullivan; financial secretary, Charles Pertner; assistant financial secretary, T. Sullivan; recording secretary, Thomas W. Baker; assistant recording secretary, C. A. Roycroft; sergeant-at-arms, C. Turner; captain, A. Kimbel; first lieutenant, A. Schnauffer; second lieutenant, H. Morgerteh; color bearer, H. Schlegle; second color bearer, L. Snyder; board of governors, George W. Thompson, Charles Pertner, J. C. Kimbel, C. Plitt, William Warmbold, C. Hartman, J. Sullivan, A. Kimbel, C. Turner, H. Schlegel, J. Weber, C. A. Roycroft; house committee, Charles Pertner, C. Plitt and J. C. Kimbel; racing board, Thomas W. Baker, J. C. Kimbel, William Warmbold, H. B. Mosher and Charles Pertner.

**C. R. C. A. Fixtures Shifted.**

At a joint meeting between the road committees of the Eastern and Long Island districts of the Century Road Club Association, it was decided to postpone the fifty-mile race from August 7 to September 18. In place of the fifty-mile race, the ten-mile race for the club championship, the last in the series of point contests, will be held on August 7. The 100-mile record run of the association will be held on August 28, and on November 24, Thanksgiving Day, there will be a second 100-mile record run. This repetition of the big event has been decided upon owing to the many requests for a chance to try again that have been made each year by those not satisfied with the showing made by them in the first run. All of these events will be in charge of a newly created joint committee, of which A. E. Due is chairman, and C. B. Ruch, secretary.





# The Bicycling World

## AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, July 30, 1904.

No. 18

### EQUITABLE ENJOINED

#### Single Tube Co. Obtains Injunction Effectually Restraining Boston Jobbing House.

As had been anticipated, the Single Tube Automobile and Bicycle Tire Co. had no trouble in obtaining an injunction restraining the Equitable Distributing Co., of Boston, from dealing in Continental tires. The cause of action was, of course, alleged infringement of the Tillinghast patent.

The Distributing Co. did not interpose a defence, and the Continental Rubber Works, having previously announced that they had no interest in this particular suit, the action of the court had been distinctly foreshadowed.

The injunction was issued on the 18th inst. by the United States Circuit Court for the First Circuit, District of Massachusetts, and "enjoins and commands" that "you and each of you (the Equitable Distributing Co.) shall not directly or indirectly make, construct, use or vend to others to be used, pneumatic tires like those obtained from the Continental Rubber Works and hitherto sold by you, or any other pneumatic tires containing or embodying the invention described and claimed in the second claim of Letters Patent of the United States No. 497,971, dated May 23, 1893, granted to Pardon W. Tillinghast for a pneumatic tire, except that you may sell or use pneumatic tires manufactured by or under the license of the Single Tube Automobile and Bicycle Tire Company."

The penalty for violation of the injunction was placed at \$10,000.

#### High Grade Demand Exceeded Expectations.

In a visit to the factory of the Reading Standard Cycle Manufacturing Co. last week, it was learned that, while the season as a whole has not been up to expectations, the most redeeming feature about this year's business has been that more than 50 per cent of the trade has been in high-priced wheels. This necessitated a rearranging of the company's plans, as they had figured on at least 60 per cent of the business being done on their medium priced lines, but these figures had to be revised before the season was well under way.

#### "Ned" Oliver is Missing.

Edwin Oliver, for many years one of the best known men in the cycle trade, has been missing from his home, in Newark, N. J., since April 28, and after ineffectual efforts to locate him his family have appealed to the police. For the last year or two he had been engaged in patent promotion, and, as he spoke several times of going to San Francisco to retrieve his fortunes, it is thought that he may be in that city.

#### Good July for Morrows.

Despite the outcropping of pessimism that marks the trade, Ralph D. Webster, sales-manager of the Eclipse Machine Co., who was in New York on Tuesday, states that the July business in Morrow coaster brakes is well to the good of that of July of last year; the season's trade also shows a substantial improvement.

#### Cheap Means of "Sampling" Japan.

A parcel post convention will go into effect between this country and Japan August 1. The rate will be 12 cents a pound. Packages must not weigh over four pounds six ounces, and a customs declaration, to be obtained at the postoffice, must be filled out. Formerly the price was 10 cents an ounce for packages of merchandise mailed to Japan.

#### Newhall, of Columbus, Assigns.

An assignment has been made by Walter B. Newhall, No. 23 East Gay street, Columbus, Ohio, for the benefit of his creditors. Harry H. Hawkins is named as assignee in the deed. The latter included all the book accounts, bicycles, sundries, fixtures, rubber goods, hose, matting and, in short, all the contents of the store.

#### Schmidt's Assets, \$16.

A petition in bankruptcy has been filed by George E Schmidt, a partner in the Keystone Cycle Co., of Allegheny, Pa. He gives the firm's liabilities at \$8,205.99, with no assets, and his personal assets as \$160, with no debts.

#### Fire Destroys Miller's Store.

A fire which started in J. K. Miller's hardware store, Chataqua, N. Y., extended to the bicycle store of C. L. Fox and completely destroyed it. No estimate of the damage is yet obtainable.

### FISK REORGANIZATION

#### Assignee Submits a Generous Proposition Which Many Creditors Readily Approve.

Alfred N. Mayo, assignee of the Fisk Rubber Co., Chicopee Falls, Mass., has finally decided that reorganization of the company is the best way out of its difficulties. Under date of July 25, he submitted his plan to the creditors, and on their decision, of course, the result hangs.

In a communication accompanying his proposal, which he states has been approved by many of the largest creditors, Mr. Mayo reports that since taking possession of the property, on October 13 last, he has operated the factory "to its full capacity and found a ready market for the product at fair prices." From the date of his appointment to May 13, a period of six months, the profits earned aggregate \$62,750. If the plan of reorganization is accepted and consummated, the assignee expresses his willingness to "remain with the new company and hold such office at such reasonable compensation as the directors may request."

In detail the basis of reorganization as outlined is as follows:

1. A new corporation to be formed under the laws of the Commonwealth of Massachusetts, or of some other State if deemed more advisable, to be called "The Fisk Rubber Company," or some other suitable name; said corporation to have a capital stock of \$600,000, divided into \$300,000 6 per cent cumulative preferred stock, said stock being preferred both as to dividends and assets in case of liquidation, and \$300,000 common stock. Both common and preferred stock shall have equal voting power.

2. All of the assets in the hands of the assignee, Alfred N. Mayo, less a sum sufficient to pay all debts, expenses, and counsel fees incurred by him, shall be transferred to the new corporation in payment for all of its capital stock, excepting, however, that the assignee shall retain in his hands an amount of cash sufficient to pay all creditors of the company, as provided in Sections 3, 4 and 5, following.

3. All creditors having claims of less than



## CYCLE EXHIBITS AT THE ST. LOUIS EXPOSITION.

\$100, as of the thirteenth day of October, 1903, are to be paid in full cash.

4. All creditors having claims to the amount of \$100 or more, as of said date, are to be paid 5 per cent in cash and 100 per cent in the preferred stock of the new corporation at par.

5. Fractional parts of \$100 are to be paid in cash. All debts are to be reckoned as of October 13, 1903, and without any interest.

6. The creditors are to accept payments as above set forth in full discharge of all their claims against the company, or Alfred N. Mayo, individually or as assignee.

7. Stockholders of the old corporation, the Fisk Rubber Company, are to receive in exchange for their shares in the old corporation 100 per cent par value in the preferred stock and 100 per cent par value of the common stock of the new corporation.

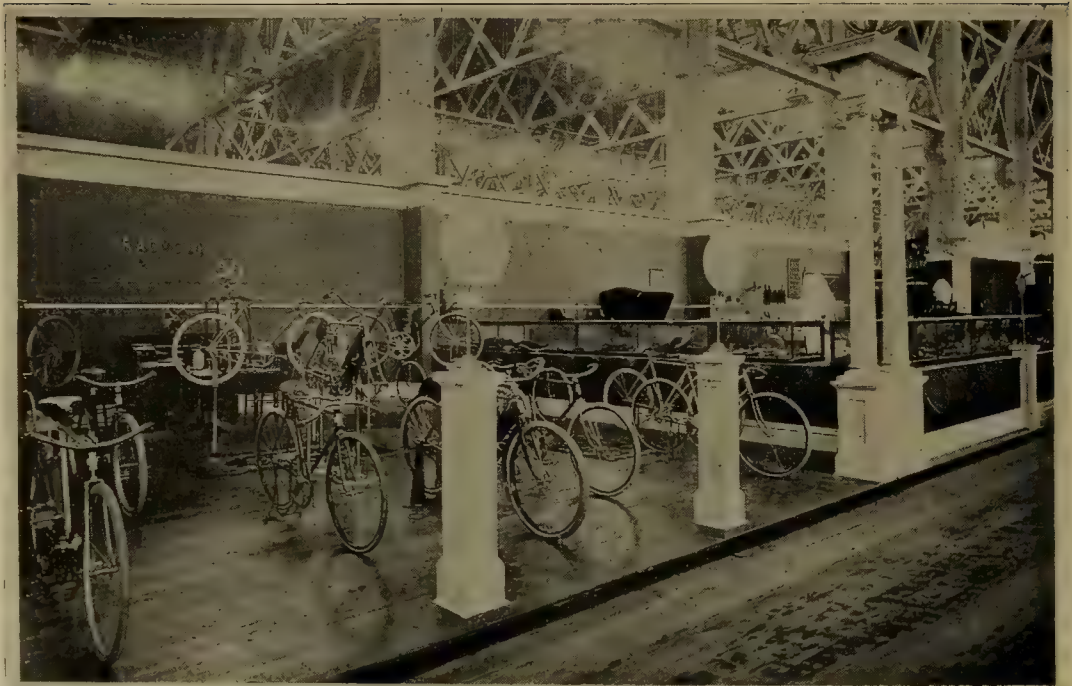
8. The balance of the stock of the new corporation is to become the property of said Alfred N. Mayo, and is to be received by him in full payment for all his services as assignee of the old corporation.

9. Dividends, if earned, are to be paid on the preferred stock semi-annually at the rate of 6 per cent per annum. No dividend shall be paid on the common stock while any of the preferred stock remains outstanding unless assented to in writing by a majority of the preferred stock outstanding at the time.

10. Fifty thousand dollars, par value, of the preferred stock is to be retired at par annually before the 31st day of December in each year, beginning with the year of 1905. The shares to be retired shall be pro-rated amongst the several holders of preferred stock, according to their respective holdings, except that any owner of preferred stock may elect that his pro rata amount shall not be retired, in which event the shares to be retired shall be pro-rated amongst the remaining holders of the preferred stock, in proportion to their respective holdings. If the earnings of the new corporation in any year are not sufficient to retire so large an amount of the preferred stock, so much of it shall be retired as the earnings will justify, in the opinion of the majority of the board of directors of the new corporation.

11. The whole or any part of the preferred stock may be retired at any time at par and 6 per cent interest from the time of the dividend last preceding, provided that thirty days' notice thereof shall be given to each owner of the preferred stock; said notice shall be in writing and mailed to the last known place of residence of each holder of the preferred stock, as shown by the books of the corporation, and immediately upon the expiration of said thirty days the stock described in said notice shall be considered as retired.

12. The above plan of reorganization is to be carried into effect, and the indebtedness of the old corporation settled as hereinbefore provided, on or before November 1st, 1904.



RACYCLE. . . . HENDEE. . . . POPE.



## EXHIBITS AT ST. LOUIS

**Not Numerous but Sufficient to Creditably Represent the Cycle Industry.**

In the midst of a vast display of automobiles, carriages, railway cars, and locomotives, one might be inclined to think that an exhibit in the Transportation Building of the St. Louis World's Fair of the smallest, simplest and most economical of all vehicles, the bicycle, would not make an impression such as might be desired. This is not the case, however, and though but three of the bicycle manufacturers have made displays, the result is a credit to the industry.

The largest exhibit is that of the Pope Mfg. Co., which comprises one or more models of every bicycle made by that company—some forty machines; a great variety of colors and finishes, and chainless and two-speed mechanisms, with sections cut out to clearly illustrate their working and construction, are shown. A Columbia, Tribune and Rambler motor bicycle is displayed, and a Thor motor, with sections cut out of the cylinder and carburetter to show its working, is mounted and driven by an electric motor.

Racycle features are brought out to good advantage by the Miami Cycle and Mfg. Co. Their full line of models, ranging in price from \$25 to \$70, are shown, including a full nickelled racing model, a motorcycle, the twin-tube or "double barreled" Racycle, and several export models, such as are shipped to Japan and Australia.

As novelties to attract attention and illustrate the easy running qualities of the Racycle, two forty-tooth sprockets are arranged and covered with transparent celluloid, after the fashion of a squirrel cage, and two teams of white rats are employed to keep the arrangement rotating—one team for the morning and one team for the afternoon. The familiar grindstone comparison is in evidence, and a testing machine to add to the proof of the Racycle's easy running. A Thor demonstrating model motorcycle, with sections cut out of the engine, carburetter, tank and other parts, is exhibited, to show the working of the engine, the strong construction of the frame and the fine and careful workmanship employed.

Seven Indians of the latest pattern, one with the tandem attachment, are artistically arranged in the booth of the Hendee Mfg. Co. One machine, finished in translucent blue, forms the centre of what is styled "A picture no artist can paint."

Secured in a deep velvet box, 9 by 6 feet, with a massive gold frame and "set off" with red and gold drapery, the machine is so fastened in the frame that it appears to be apparently swung in space. Of the other six models, two are enamelled in the standard blue, and one each in red, white, black and yellow.

In the foreign section, two French manufacturers exhibit bicycles and motorcycles, but England, unfortunately, has missed her

opportunity in making good her claims that "British cycles, when exhibited beside the products of other nations, would easily come out first."

The Shelby Steel Tube Co, the Veeder Mfg. Co., the Badger Brass Mfg. Co., are among the exhibitors who display bicycle goods.

In the space allotted to the Shelby Steel Tube Co, an artistic pavilion has been erected of Shelby tubing, and a unique design in a glass case is made up entirely of sections of almost every conceivable form and shape of steel tubing, which strikingly illustrates the great adaptability and "workability" of tubing. The Shelby pavilion may be seen in the background of the accompanying picture of the Hendee exhibit.

**Business That Helped Health.**

"Am now enroute eastward," writes E. H. Corson from Hammondsport, N. Y., under date of the 25th inst., after practically completing his tour of New York State in the interests of the Hendee Mfg. Co. "Have ridden 2,485 miles in the eleven weeks I have been on the road. I was ill when I set out, and doubted my ability to stand the work, but have regained my health, weigh ten pounds more than when I started and am feeling 100 per cent better mentally and physically. Have not broken so much as a chain, and my Indian has not failed me once. Have ridden as many as 108 miles in a day, demonstrating in six towns and finishing by 5 o'clock p. m."

Corson, whose cards read "Motorcycle Missionary," went as far north as Ticonderoga, in the Adirondacks, and as far South as Albany, on the edge of the Catskills—country sufficiently upheaved and on edge to try any motor bicycle.

**To Make Tire Protectors.**

James F. Burnam, Milton Bamer and C. C. Green, Huntsville, Ala., have incorporated the Wear-Proof Pneumatic Tire Protector Company, with a capital stock of \$2,000, for the manufacture of a leather tire protector patented by Burnam.

## WHEN TRADE IS DULL

**Some Wholesome Advice as to What to do and What not to do.**

Is business dull? Then the first thing to do is to eliminate that graveyard sigh and the almshouse line of talk, says a contributor to Hardware. No sane man would ever think of telling all his neighbors that his wife had cold feet or that his mother-in-law was in the habit of reading curtain lectures to him. Why is it, then, that so many business men, just as soon as trade drops off a little, put on a long face and go about telling how business is going to the bow-wows and that it's "me to the poorhouse" in a few short moons. People in general dislike to disappoint a sad man, and if you persist in telling folks that you have embarked for that institution of charity no one will be unkind enough to pull you off the train.

Suppose trade is dull; be thankful that it is not worse. Then wipe your spectacles and go hunting around for some method of injecting a little life into things, and do it with a smile. If you must look sour once in a while, go down cellar behind the nail kegs and have it out with yourself, then come up with a smile that won't come off until you feel compelled to retire and have another round.

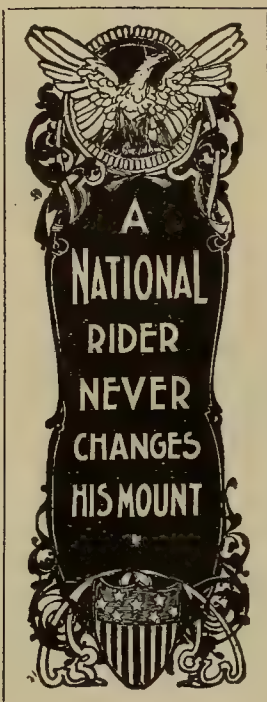
A recent magazine writer tells of an old man who lay on his back for fifteen years, yet no one ever saw him when he wasn't bubbling over with gratitude. He thanked the Lord for his former health and strength; for his fortunes and that his misfortunes were not greater; for the sunshine of the hottest day and the rain of the most protracted storm; for the pain that chastened his spirit; and when he was dying he thanked the Lord that it was during a spell of good weather, so that they would have a pleasant day for the funeral.

Look pleasant, be thankful and hustle.

**Man and Wife as Motorcycle Demonstrators.**

MR. AND MRS. G. N. ROGERS, WHO ARE TOURING NEW YORK STATE IN THE INTERESTS OF THE E. R. THOMAS MOTOR CO.





## Relative Value from a Rider's Standpoint.

The winner of the Belle Isle ( Detroit, Mich.) 25 mile road race May 30th, 1904, in time faster than the record, was offered as his prize, his choice of eleven different makes of bicycles. He chose the National.

The winner of the Salt Lake City, Utah, road race on the same day rode a National in the race and chose a National as his prize.

These two riders, 3,000 miles apart, were of one mind. What do you think of it?

**NATIONAL BICYCLES**  
are made in  
**BAY CITY, MICH., U. S. A.**

BY  
**NATIONAL CYCLE MFG. CO.,**

## DEALERS ASK WHY FISK TIRES DO NOT PUNCTURE AS EASILY AS OTHERS.



### BECAUSE

They are made of new rubber and special made fabric, which gives resilience and strength.

Quality is never questioned.

One only, THE BEST.

If you want satisfied customers, buy FISK Line of Bicycle, Motor Bicycle, Carriage and Motor, Single or Double Tube.

#### BRANCHES AND REPAIR DEPOTS:

BOSTON.  
SPRINGFIELD.  
NEW YORK.  
SYRACUSE.

BUFFALO.  
DETROIT.  
CHICAGO.  
SAN FRANCISCO.

PHILADELPHIA.  
WASHINGTON.  
TORONTO.  
ST. LOUIS.  
LONDON.

OMAHA.  
MINNEAPOLIS.  
DENVER.  
LOS ANGELES.

**FISK RUBBER COMPANY,**  
**Chicopee Falls, Mass.**



# THE BICYCLING WORLD

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and MOTORCYCLE REVIEW

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, JULY 30, 1904.

## The Designer's Work.

Although fashions change but little nowadays, there is still something for designers to do, and this is the appointed time for doing it. As soon as the current year's machines have passed into the hands of the riders, the preliminary work on those of the succeeding year is begun. As the season progresses it is seen what, if anything, is wrong with current patterns, and arrangements to eradicate the defects or in various ways to increase the efficiency and selling qualities of the machines are set on foot. Next the probable or desirable changes are canvassed and the distinguishing characteristics of the new machines mapped out tentatively. By the time summer is at hand the actual work of designing is well under way.

Anything more than detail changes have long ceased to be looked for or seriously considered. A matter of finish, the size of tubing, the drop in the crank hanger, the arrangement of the various fastenings—these, rather than fundamental changes, furnish

the subjects for discussion. No great amount of difficulty is experienced in reaching a settlement of most of the questions at issue. This done, there only remains the construction of a model, which serves the purpose of showing what the completed machine will look like.

Sometimes, and especially if there are many changes, a few machines are made up and given an exhaustive test on the road. If doubt is felt about any points this test will solve them; either they are or are not approved as a result of it. But usually it is the appearance of the machine that is in question, and this can be scrutinized and passed upon just as well in the designing room as anywhere else.

Not all new models are shown as soon as completed, however. Plenty of makers could make announcements and submit samples in midsummer; but few do so, preferring to wait until fall, even when everything has been definitely decided upon. To be too early is to give others an opportunity to copy novel features, while it prevents the incorporation of similar features brought out by others. Considerations of this sort possess much less weight than formerly now, however, as each maker "goes it alone," knowing that radical changes are little to be feared.

## About Instalment Sales.

In this country instalment trade has shrunk to an inconsiderable proportion of its former volume, and it is generally believed to be much smaller than it really is. This is especially true of country districts, where dealers are constantly reaching out for new trade. There instalments sales are still made in considerable numbers, due to the fact that people who have not the ready money to pay the whole amount down want bicycles, and are willing to stint themselves and make some sacrifices to attain their desire.

Abroad, however, the instalment system still forms a considerable part of the total business. It even appears to be gaining ground, to be recovering from the falling off that took place a few years ago. A well informed English trade writer has this to say regarding it:

"I was rather surprised to hear from the head of a well known firm that the instalment system has developed to such an enormous extent of late that he believes there is quite a third of the trade in his depots done in this manner. The reason he ascribes to this change is the growing demand from hitherto untapped fields. Clerks and mechanics living at a distance from their busi-

ness find the instalment system a convenient method of providing themselves with a bicycle to ride into business, and the money which otherwise went in railway or tram fares was set aside to pay their monthly instalments."

The surprising part of this is the fact that it is in the cities that the time payment system is growing. Here we find that it is the more sparsely settled regions that prove the most congenial soil in which to sow seed of this kind. The urban population, or the greater part of it, either holds aloof entirely or pays cash for its purchases.

That one-third of the business transacted should be on the deferred payment plan is also matter for surprise. In the palmy days of the instalment system here probably one-half, or even more, of the average dealer's trade was done on this plan. But nowadays it is doubtful if he sells one machine in five in this way.

## Triumph of the Grip Control.

While it scarcely required the demonstration, the recent motorcycle endurance contest threw into sharp relief the advantages and desirability, if not absolute necessity, of the grip system of control.

It is not too much to say that the contestants whose motor bicycles lacked that feature were placed at a distinct disadvantage. They were not slow to discover the fact; some of them at least were frank enough to admit it. One of these estimated his disadvantage to be fully 50 per cent, and, as his mount involved separate levers for air, gas and spark, requiring that he remove his hands from the handlebars to alter the operation of either, the estimate may be accepted as a modest one.

On the rough, rocky roads of New York, with their many short, steep, abrupt hills, the men moving at speed were tossed about like rubber balls; it was necessary for them to fairly cling to the handlebars, yet at all times the men whose machines incorporated the grip control had them literally well in hand, and response was safe and immediate. In the deep, shifting sands of Delaware, where it was necessary to literally hang onto the bars like grim death, the supremacy of the grip control was, if anything, even more manifest. When floundering in the sand it was absolutely impossible for a rider to release his hold for any purpose for even the fraction of a moment. To do so meant a sudden and awkward fall. In these trying situations the men whose speed was subject to a twist of the wrist were at a tremendous



disadvantage, as also was the case when they were dismounted and found it necessary to restart in soft going or on sidepaths of eyelash width.

The men who employed the brake lever system of control were also possessed of advantages over those who labored with the antiquated many-levered system. But it was made plain that even the brake lever control cannot stand against the "twist of the wrist." On good roads it may be amply efficient, but on rough or soft going it is lacking. Even on smooth surfaces and at a slow pace, to be required constantly to keep the fingers and palm extended and therefore under tension is tiresome. On rocky roads or in sand it is impossible. A firm, full hand grasp of the handle grips is then imperative. The brake lever control does not permit of it. Also, not all fingers are of sufficient length to equal the span of the lever from the slowest to the highest speed; it necessitates removing the hand from the bars to raise or depress the controlling lever; in fact, it is not rare, if it is not usual, to see riders of such machines when going at speed guiding them with one hand on the lever and the other on the bar.

Only the motor bicycles fitted with the grip and the brake lever systems of control survived the rigor of the endurance contest. It may be or may not be significant—it certainly is interesting—that in the maximum riding time of 38 hours and 35 minutes the six users of the grip control were delayed but 7 hours and 29 minutes, of which 4 hours and 18 minutes were lost by one man, while the five men who employed the brake lever control lost a total of 31 hours 51 minutes. Of course, the difference in the two systems of control was not wholly responsible for the tardiness, but that it played a part is fairly well known to all concerned with the contest.

In brief, the difference between the grip and the lever control is the difference between having a thing always in hand and in having to reach out or "feel" for it.

The advantages of the grip control are so many, so great and so apparent that it must become universal if motorcycles are to remain. It makes at once for personal and public safety and convenience, which should be sufficient to assure its general adoption. Those manufacturers who do not recognize and heed the fact are merely deceiving themselves. There can be no patent on a twist of the wrist, and it is impossible to conceive anything surer, simpler and so efficient as a

system of control that is subject to that twist.

#### Decline of the Pacing Monster.

The weekly smashing of bicycle records which has occurred the past few seasons, is now probably a thing of the past, for no more big fourteen-horsepower motors will be used in paced competition, as the sport supplied by the small four-horsepower machines has proved far more interesting. Apart from being dangerous, the big motors are getting to a point where they cannot be fully extended on a track. Moreover, it is not good competition, as almost any kind of a rider can follow them at top speed.

The excellent races recently put up behind the small machines has turned the followers of the game in their favor.

The small motors are a success because they hold out and do not go to pieces as the big ones did, and can give all the speed the average rider cares to follow. The element of danger that is attached to the big machines is also eliminated.

There will probably be more miles in the neighborhood of 1:07; in fact, the riders will do well if they cover the mile in less than 1:20 in competition, for they have to work hard all the way, as the small motors offer but very little protection. The man who wins does so on his own merits.

#### Keeping to the Right

Failure to keep on the right hand side of the road was the cause of an accident in Hartford recently that could easily have been productive of disastrous results. A lady was riding her bicycle on the left hand side of the street, when suddenly an automobile turned the corner. In order to avoid striking the cyclist, the chauffeur was forced to run into a buggy, throwing out the occupant, who, fortunately, was only slightly injured, and who managed to prevent his horse from running away. The automobile also suffered considerable damage.

"Keeping to the right" is a rule which every old rider is tired of hearing repeated, yet—as in the Hartford instance—the importance of it is strikingly illustrated at times. It is too often violated by women and children in particular.

The recurrence in Boston of "world's records behind four-horsepower motors" suggests the return of the silly season, and is reminiscent of the time when almost daily we had "world's records" for, respectively, two, three, four and five lap tracks, and for each of the several sorts of surface.

## FIXTURES

July 31—C. R. C. of A. Field Day at Valley Stream, L. I.

July 31—C. R. C. A. veteran century run.

July 31—C. R. C. of A. Suburban Century Run and road race.

August 1-6—St. Louis Exposition meet.

August 6—Atlantic, Mass., oldtime wheelmen's meet.

August 7—C. R. C. A. 50-mile open road race, Long Island.

August 7—C. R. C. A. 10-mile championships of Eastern and Long Island districts.

August 14—Milwaukee, Wis., road race.

August 18—Bloomington, Ill., 20-mile road race.

August 20—New York Reunion and Parade.

August 27—Lawrence, Mass., 10-mile road race.

August 27 and 28—C. R. C. of A. Combination Moonlight and Double Century Run.

August 28—New York Motorcycle Club's open run, New York to Philadelphia and return.

August 28—C. R. C. A. 100-mile record run.

September 3—London, Eng., World's championships.

September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.

September 5—Denver, Col., road race.

September 5—Detroit, Mich., 25-mile Belle Isle road race.

September 5—C. R. C. of A., 25-mile Coney Island Cyclepath handicap road race.

September 8-10—London, Eng., World's championships.

September 10—Atlanta, Ga., 20-mile road race.

September 12—Baltimore, Md., Logue road race.

September 18—C. R. C. A. 50-mile open road race, Long Island.

November 24—C. R. C. A. 100-mile record run.

November 24—San Antonio, Tex., 50-mile road race.

#### The One-Sided Championship Fight.

Kramer still leads in the points won on the N. C. A. circuit for the 1904 championship, having captured all of the first prizes to date. The scoring is as follows: Five points for a first, three points for a second, two points for a third and one point for a fourth.

|                                 | 1st. | 2d. | 3d. | 4th. | Ps. |
|---------------------------------|------|-----|-----|------|-----|
| Kramer (Pierce).....            | 6    | 0   | 0   | 0    | 20  |
| M. Bedell (Reading Standard)... | 0    | 2   | 2   | 1    | 11  |
| J. Bedell (Reading Standard)... | 0    | 2   | 2   | 0    | 10  |
| Fenn (Pierce).....              | 0    | 2   | 0   | 0    | 6   |
| Root (Columbia).....            | 0    | 0   | 1   | 1    | 3   |
| Bardgett .....                  | 0    | 0   | 1   | 0    | 2   |
| Cadwell (Rambler).....          | 0    | 0   | 0   | 1    | 1   |

#### Rain Causes Many Postponements.

Inclement weather caused the postponement of the race meets due to occur at both Vailsburg and Manhattan Beach last Sunday; several road events also were disarranged. The same cause also compelled the postponement of the reunion and games at Boston.



## If Experience is the Best Teacher—

and there is no doubt about it—then none should better know how to build motor bicycles than ourselves. None other concerned with them has had such ripened experience. We were the first manufacturers; all others came after.

NOT MERELY  
A GOOD  
MOTOR BICYCLE,



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COMFORTABLE  
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Experience has taught us that speed, power and efficiency are not less vital to the success of motorcycles than comfort. The design of the Thomas Auto-Bi coupled with the Thomas trussed spring fork and Hygienic cushion frame make it the most comfortable machine on the American or any other market.

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Being self-oiling throughout

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Has no use for an oil-can.

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MIDDLETOWN, OHIO.**



## MANY SPILLS AT HARTFORD

### Circuit Meet Full of Incidents—Kramer Wins His Points and Then Punctures.

Punctures and spills were a conspicuous feature at the sixth N. C. A. circuit meet, in Hartford, Conn., on Monday night. About two thousand people witnessed the sport—a small crowd for a circuit meet.

Sixteen men lined up for the ten-mile open professional, the principal event on the card, and, with a purse hung up for the winners of the miles and laps, it furnished a sprint every mile. In the first mile Kramer punctured, and shortly after Walter Bardgett, of Buffalo, retired. On the next mile McFarland's tire punctured, and he was out of it. Charles Hadfield, of Newark, and Fred Scheps, of Australia, did not start. Fenn had an easy time of it, winning the fifth and sixth miles, and looked a sure winner for the seventh, but just before he reached the tape Root shot by him. Fenn, starting the sprint too soon on the last lap, died away, Menus Bedell winning, with his brother John at his rear wheel. Cadwell finished third, and Root was fourth. J. P. Jacobson, of New Haven, took the lap prize, winning 22.

In the first heat of the half-mile national professional championship Kramer was an easy winner, beating out John Bedell. W. S. Fenn took the second heat from Floyd Krebs. McFarland won the third heat, with Frank J. Cadwell second. In the fourth heat Menus Bedell showed in front, with Walter Bardgett second. There were five starters in this heat. George C. Schreiber, of New York, finished third. J. Frank Galvin, of this city, fourth, and Fred Scheps, of Australia, was last.

Kramer won the first semi-final, with John Bedell second and Fenn third. Krebs, who cut in too close on the home stretch, went off on the grass and nearly fell. Bardgett and Cadwell teamed in the second semi-final and Cadwell won, with Bardgett second. Menus Bedell rode off on the grass on the home stretch and rolled over and over, but was uninjured. Bardgett and Cadwell also teamed in the final heat, but they did not profit by it. John Bedell was in this heat, and the three riders started out to do Kramer, who, however, secured a good lead on the last lap and was never headed after he made his jump.

There were but two starters in the five-mile motor bicycle race. Jack Deroses and Fred Hoyt, of Springfield, professionals, were on the track, Deroses being entered as Henry C. Walker, of New Britain. The amateurs refused to ride with him. Charles S. Spencer, of Springfield, was entered to ride an Indian, but he rode Deroses's Warwick and easily beat Edward Coates, of New Britain, who rode a Columbia. He gained a

half lap at the start, and the gap was never closed up.

#### Summaries:

Half-mile National Championship: First heat—Won by Frank L. Kramer, East Orange, N. J.; John Bedell, Lynbrook, N. J., second; Joseph Fogler, New York, third. Time, 1:10 2-5. Second heat—Won by W. S. Fenn, Bristol; Floyd Krebs, Newark, second; Oliver M. Dorlon, New York, third. Time, 1:04 2-5. Third heat—Won by Floyd A. McFarland, San Jose, Cal.; Frank J. Cadwell, Hartford, second; E. F. Root, Boston, third. Time, 1:06 1-5. Fourth heat—Won by Menus Bedell, Lynbrook, L. I.; Walter Bardgett, Buffalo, second; George C. Schreiber, New York, third. Time, 1:05 4-5. First semi-final—Won by Kramer; John Bedell, second; Fenn, third. Time, 1:04 1-5. Second semi-final—Won by Cadwell; Bardgett, second; McFarland, third. Time, 1:08 3-5. Final—Won by Kramer; John Bedell, second; Bardgett, third; Cadwell, fourth. Time, 1:25 1-5.

Half-mile Amateur Handicap—Won by Bert J. Bannon, Hartford (50 yards); A. W. McDonald, Boston (scratch), second; John E. Sadd, Hartford (20 yards), third. Time, 1:01 2-5.

Ten-mile Open, Professional—Won by Menus Bedell; John Bedell, second; Frank J. Cadwell, third; E. F. Root, fourth. Time, 23:36 2-5. Winners of miles—First, Joseph Fogler, New York, 2:06 2-5; second, George C. Schreiber, New York, 4:27 3-5; third, E. F. Root, Boston, 6:41; fourth, Oliver M. Dorlon, New York, 8:56 2-5; fifth, W. S. Fenn, Bristol, 11:21 3-5; sixth, Fenn, 18:53; seventh, Root, 16:15 4-5; eighth, J. P. Jacobson, New Haven, 21:48; ninth, J. P. Jacobson, 21:29. Jacobson won the most laps, 22.

Five-mile Motor Bicycle Race—Charles S. Spencer, of Springfield, defeated Edward W. Coates, of New Britain. Time, 6:59 2-5.

Mile Consolation, Professional—First, Fogler; second, Krebs; third, Schreiber. Time, 2:31. Winners of laps—First, Krebs; second, third, fourth and fifth, Dorlon.

#### Logue's Plan of Race Promoting.

W. H. Logue, jr., a dealer of Baltimore, Md., knows how to really promote a road race. He is doing more than simply sending out entry blanks for the event that he is promoting, and which will be held on September 12.

In order to give the event widespread publicity, and to call the attention of the public in general to the race, Logue is sending out circulars and letters and a map showing the course and how it may be reached to dealers, clubs, riders, prominent people, the press, etc. At race meets, excursions, amusement resorts and other places where there are crowds of pleasure seekers, circulars are being abundantly distributed; at the amusement resorts the actors and comedians have also been furnished with a handlebar and bell or horn, and after doing a few "stunts" or making a few remarks about cycling, announce that they are training for the Logue road race. It invariably makes a "hit."

Some of Logue's methods could without doubt be advantageously employed in other localities, where cycling events are planned or scheduled.

## FREE ADMISSION DREW CROWD

### Newark, Ohio, Has a Rousing and "Gingery" Race Meet and a Big Parade.

Not even in the palmy days did Newark, Ohio, witness a bicycle demonstration such as that of July 22 last. Preceding a race meet given at Idlewild Park, a parade was held, in which more than 1,000 wheels were in line—a splendid showing for a city of 22,000 inhabitants.

The Newark Cycle Trade Association, which was organized by the efforts of E. F. Ball, of the Hoover-Ball Co., promoted the event. No admission except to the grandstand was charged at the race meet, and about 5,000 people witnessed the sport.

The chief event on the programme was the five-mile motorcycle race, interest in which was heightened to fever heat after E. A. Neff, of Columbus, Ohio, had ridden a thrilling exhibition half-mile in 48 seconds. During his trial Neff took a turn at too great a speed, with the result that he left the track, ploughed through the grass and weeds, and only missed a board fence through rare skill and presence of mind.

When the contestants lined up for the five-mile race, Neff was conceded the winner, particularly after he gained a lead of an eighth of a mile in the first lap. George T. Streams, of Newark, Ohio, however, steadily crawled up on the leader after the second lap, and in the third mile caught and passed Neff.

Streams won the race by half a mile in 8:45.

The chief feature of the other events was the team work of Procknow and Brydon, two Detroit riders, who by pacing each other always managed to finish well up in front.

#### Summaries:

Half-mile open, amateur—Walter Brydon, Detroit, won; J. A. Hollenden, Findlay, second; Karl S. Dickson, Anesville, third. Time, 1:10.

One-mile open—Walter Brydon, Detroit, won; Howard Bigelow, Columbus, second; J. A. Hollenden, Findley, third; Ollie Gardner, Newark, fourth. Time, 2:30.

Two-mile open—J. A. Hollenden, Findlay, won; Walter Brydon, Detroit second; P. L. Procknow, Detroit, third; Ollie Gardner, Newark, fourth. Time, 5:21.

Half-mile open, for boys under sixteen years—Charles Mills won; William Rider, second; Reuben Coffman, third; Clyde Farmer, fourth. Time, 1:23.

Five-mile handicap—Walter Brydon, Detroit, won; P. L. Procknow, Detroit, second; J. A. Hollenden, Findlay, third; Howard Bigelow, Columbus, fourth. Time, 13:46½.

Motorcycle, five-mile open—George T. Streams, Newark, won; E. A. Neff, Columbus, second; J. G. Staiger, Columbus, third. Time, 8:45.



## WALTHOUR'S GREAT WORK

### Wins Three Matches Within One Week, One with Moran—His Brother Appears.

Two Walthours figured in the race meet held at Birmingham, Ala., on the evening of July 21. Russell Walthour, a brother of the famous Robert, proved that he, too, is no slouch as a rider by reeling off two miles behind a motor bicycle in 3.06, a pace of 1.33 per mile. The main feature of the meet was, however, the performance of Robert Walthour, who again proved that he suffered no ill effects from his recent injuries. He won two straight five-mile heats from Bennie Munroe with consummate ease—the first heat by three laps in 6.54 and the second by two laps in 7.01. He merely went to the front in each heat and stayed there.

A one-mile amateur run in three heats and a mile handicap for boys under sixteen years were also run.

#### Summaries:

One-mile, handicap, amateur—Won by Holway, Birmingham; Stockton, Birmingham, second; William Biddle, Birmingham, third. Time—2.10.

One-mile, handicap, for boys under 16—Won by Cartwright; C. Ramey, second; Cefalu, third. Time—2.30.

Motor-paced five-mile heat race—First heat won by Walthour; Munroe, second. Time—6.54. Second heat won by Walthour; Munroe, second. Time—7.01.

Two-mile motor-paced exhibition by Russell Walthour. Time—3.06.

At Columbus, Ga., on the 22d Walthour, in a fifteen-mile motor-paced race won all three five-mile heats of a match race with Basil De Guichard. The time for the three heats was: 9:35, 9:42 2-5 and 9:03. The fastest mile ridden was 1:38.

Walthour continued his good work at Atlanta on the night of the 27th, when he defeated James Moran, of Boston, in two straight ten-mile heats of a match race. The Southerner won in 14:03 2-5 and 13:28 2-5.

### Comic Opera Suit for Profits.

A quarrel between violators of the law over the spoils derived from the violation cannot be adjusted in a court of law. So Vice-Chancellor Bergen, of New Jersey, decided when the Bloemckes took their differences over the Vailsburg track to court.

There is a sorry mix-up between the lessees and the sub-lessees of the money-making board racing course. In court the representation was that the Essex County Amusement Company had leased the tract of land on part of which the cycle track stands. The New Jersey Bicycle Track Company is the sub-lessee. The bicycle company brought suit against the amusement company for an accounting of the money taken in at Sunday races. The court decided that, as Sunday racing is illegal, the case had no standing in court. The decision was a repe-

tition of the axiom that lawbreakers cannot invoke the aid of the law in connection with illegal deeds.

The mix-up between those interested in the Vailsburg track is about as thorough as could be conceived for comic opera purposes. Some of those interested are stockholders in both companies, the lessee and the sub-lessee, and it is a good deal of a family row to see who can get the most profits. Boiled down, it is supposed by those well informed to be a fight for control between C. B. Bloemcke and his brother Henry. It is understood that C. B. has "frozen out" his brother, and that the latter took the case to court with the result stated.

### Rousing Road Race in Colorado.

Twenty-one out of an entry list of twenty-seven started in the Basalt-Glenwood Springs, Colo., 23-mile road race on July 24. Rain caused the first six miles of the course to be slippery and muddy, but the remaining seventeen miles were dry, and an overcast sky and cool weather partially compensated for the poor conditions at the outset.

The race was truly a rousing one, every seat being occupied in the fifteen coaches of the observation train that was run over the Colorado Midland tracks, which paralleled the course of the race.

E. W. Smith, of Denver, won the time prize in 1:13:30, and although his time was more than two minutes slower than the record, he was awarded the medal offered by the Colorado Midland for breaking the course record, the judges taking into consideration the heavy road conditions for the first six miles. Two sets of prizes were awarded for times and place. The place winners and their handicaps are as follows:

First—Lawrence Barber, Grand Junction, 14 minutes.

Second—Jake Harwitz, Leadville, 13 minutes.

Third—John Hanson, Aspen, 4 minutes.

Fourth—E. W. Smith, Denver, scratch.

Fifth—Clarence Deering, Glenwood, 10 minutes.

Time Winners—1, E. W. Smith, Denver; 1:13:30; 2, Jake Harwitz, Leadville, 1:16:45; 3, John Hanson, Aspen, 1:16:58; 4, Lawrence Barber, Grand Junction, 1:17:05; 5, John G. Beard, Fruita, 1:20:30.

### Hurley to go Abroad.

Marcus Hurley, the amateur champion, has the notion of going to London to compete in the world's championships. The championships will be held in London, September 19, and it is probable that Hurley will be there, accompanied by George Stevens, his trainer. If he goes, Hurley will be formally accredited as the representative of the N. C. A.

### Championships at St. Louis Next Week.

Next week the championship races at St. Louis will be held. The flock of "pros" will leave for the fair to-morrow (Sunday) night after the races at Vailsburg.

Owing to the nature of the track—cinder surface with clay banking—all of the motorcycle or motor-paced races originally programmed have been abandoned.

## 434 MILES IN 12 HOURS

### Frenchman's Remarkable Ride on a Stock Motorcycle—Hanson's Records Unset.

The most notable long distance motorcycle track race that has yet occurred took place at Parc des Princes, Paris, on July 7. Osmond and Anzani, both well known riders, were the parties engaged. The race was of twelve hours' duration, and the conditions required the use of standard roadsters, with ordinary pedals, handlebars, mufflers, etc., instead of the monsters usually employed on the French tracks.

The race proved a decisive victory for Anzani, who established a lead of 11 laps in the first hour, and increased it gradually to 44 laps at the end of six hours; then he punctured his front wheel tire and lost 14 laps. At the end of the seventh hour Osmond retired on the plea that Anzani was violating the conditions of the match. At the end of the tenth hour Osmond started riding again; Anzani was leading by 150 laps. At the end of the twelfth hour Anzani had covered 698 kms. 900 m. and Osmond 503 kms. 330 m. Osmond has written to the Paris press protesting against Anzani's having replaced one of his wheels with a special racing type, thus violating the condition of "standardism" in the machine.

Anzani's times completely upset the table established by A. A. Hanson at Chicago in September last. On that occasion Hanson rode 165 miles in 6 hours, 324 miles in 12 hours.

Anzani averaged 36¼ miles per hour throughout, his times by hours being as follows:

|                                              | Kilos. | Metres. | Miles. | Yds. |
|----------------------------------------------|--------|---------|--------|------|
| First hour.....                              | 66     | 580     | 41     | 652  |
| 100 kilometres in 1h<br>36m. 37s.            |        |         |        |      |
| Second hour.....                             | 124    | 600     | 77     | 746  |
| Third hour.....                              | 184    | 666     | 120    | 588  |
| Fourth hour.....                             | 236    | 200     | 146    | 1136 |
| Fifth hour.....                              | 296    | 666     | 184    | 602  |
| Sixth hour.....                              | 354    | 430     | 220    | 415  |
| Seventh hour.....                            | 401    | 250     | 49     | 579  |
| Eighth hour.....                             | 460    | 300     | 286    | 37   |
| Ninth hour.....                              | 522    | 300     | 324    | 636  |
| Tenth hour.....                              | 580    | 440     | 360    | 1187 |
| Eleventh hour.....                           | 637    | 40      | 395    | 1485 |
| Twelfth hour.....                            | 698    | 900     | 434    | 497  |
| 700 kilometres in 12h.<br>57s. = 434¼ miles. |        |         |        |      |

### Caldwell Wins an Easy Victory.

Harry Caldwell defeated Basil De Guichard at Manchester, N. H., on the evening of July 27 in a fifteen-mile motor-paced race, in 21:12 3-5. The largest number of people at the Coliseum this season were present, almost 1,200 admissions being recorded. Caldwell gained steadily until the very last lap, and led throughout the race by an average of one-third of a lap.

A three-mile motor race between the pacemen, Axel Ruden for Caldwell and Robert Schultz for De Guichard, followed, and was won by Ruden. Time—4:03 1-5.

The three preliminary races between A. C. McDonald, of Boston, and Matthew Downey, of Jamaica Plain, were all won by Downey. Time—Quarter-mile, 0:33; half-mile, 1:13; one-mile, 2:30 1-5.



## BOYS' BRIGADE ON TOUR

### Pennsylvania Youngsters Enjoy Cycling as It Should be Enjoyed—Camped Out Nights.

A trip to talk about has just been completed by ten members of the Lancaster (Pa.) 7th Boys' Brigade. Every year this organization has a bicycle tour under the leadership of Colonel Joseph H. Cudlipp, commander of the brigade and editor of The Brigade Boy. Heretofore the tour has been on the east side of the Appalachian system, but this year the route was to the westward by way of Uniontown, Pittsburg, Pa., Steubenville, Ohio, to Cleveland; then to Astabula, Ohio; Chautauqua, N. Y.; Niagara, Toronto, back to Buffalo and down to Lancaster.

It was a memorable trip for the boys, all of whom were more than sixteen years of age.

Only from fifty to sixty miles a day was made over the mountains, but afterward, upon reaching the Ohio Valley, a long run of 128 miles was made into Cleveland. From Steubenville the boys strung out over the road, taking their time to it. The first of the squad reached Cleveland at 7 o'clock, and the remainder straggled in until early morning. At Cleveland entertainment that made them feel free to do nothing but sleep and eat was furnished by members of one of the Cleveland companies, acting under the orders of Colonel Arthur Scheier, who kept details of men at the Public Square until 2 o'clock in the morning to meet the incoming boys after their hard run over rough roads from Steubenville, Ohio.

While on the tour all the boys were uniformed in khaki, short trousers, flannel shirts and campaign hats. They carried with them an extra uniform for dress, wrapped up in a section of a pup tent, and tied to their handlebars. In haversacks slung over their shoulders were more toilet articles and also rations, for many times the squad were unable to reach a town in time for meals or even for the night. Then they pitched their tents and made a regular camp.

### "Transportation Day" at St. Louis.

To-day, July 30, is being celebrated at the St. Louis fair as "Transportation Day." The exhibitors of bicycles and other vehicles in the Transportation Building have been led because of the occasion into forming an organization known as the Transportation Building Exhibitors' Association, for the purpose of getting better acquainted and co-operating more effectively in making the celebration of the day a success. The day will be devoted to a carnival of parades, in which will be the most primitive and modern forms of transportation, the ox-cart, the old draisine or hobby horse, the various models showing the evolution of the bicycle and the motorcycle, along with up-to-date

automobiles and big railway engines. There will be a floral display in the parade, and it will not be confined to the land. There will be a water pageant, in which all the progressive firms of boat travel, from raft to auto-boat, will be displayed. The railroads are co-operating with the fair managers to make the day a big one, and have made a special rate and arranged to send delegations of their employees.

### Brydon's Clean Sweep at Detroit.

At Detroit, last Sunday, the fifth race meet under the auspices of the Retail Dealers' Bicycle Association was held at Recreation Park, and was attended by a crowd in spite of threatening weather. It rained between the third and fourth races, but the crowd waited and the track was all the better when the sun had dried it.

The events of most interest were a match race for the local championship between the three crack riders of Detroit and a five-mile race for motorcycles. The former race was run in three heats, and was won by Walter Brydon, with Louis Prochnow second and E. B. Jones third. Brydon and Prochnow, who were first and second, respectively, in three other events, ride National wheels, and are the crack amateurs of that district.

In the motorcycle race Maurice Canutson was handicapped by allowing all the others a start of 45 seconds on him. There were six starters in the race, and they strung out around the track so that the judges and scorers had difficulty in getting matters straight. Canutson won the race in 9:47, with Dr. Raymond Harrison second and E. B. Jones third. In a half-mile open, a two-mile handicap and a five-mile handicap Brydon and Prochnow were first and second. A two-mile handicap for boys was won by Edward Korpff.

### Motor Bicycles for Police in September.

It is now practically assured that at least ten men of the New York police cycle squad will be mounted on motor bicycles before the end of September. Commissioner McAdoo has become interested in the proposal, and had Patrolman Ennis—who, by the way, was once a well known racing man of Rochester, N. Y.—give a demonstration for his personal edification, and is reported to have been greatly impressed.

The Commissioner's interest was probably sharpened by a "round robin" presented by more than fifty of the bicycle cops, and which declared that motor bicycles were almost absolutely essential for the proper performance of their duties. The policemen themselves are in quite a flutter of anticipation, and competition is keen to become one of the fortunate nine, Ennis's prior claim being generally conceded.

There is practically no doubt that the ten machines would be purchased forthwith were the funds available, but, unfortunately, the necessary appropriation cannot be secured until September.

## RISE OF A NEWSBOY

### How an Oregon Cyclist Made his way to Fame and Fortune.

"The Martells," widely known to theatre and circusgoers as performers of wonderful and daring feats on a bicycle, are natives of Oregon and have an interesting history, which is thus set forth in the Portland (Ore.) Journal:

"Flaring posters and black headlines call them the 'Famous Martells,' but here in Portland they are known as Warren and Emma Blaney. For it was here that they were born and raised, went to school together, were childish sweethearts, learned to ride a bicycle and were afterwards married, becoming two of the world's greatest trick bicycle performers.

"In a few years to rise from a 'newsy,' earning a few dollars a week by screaming in people's ears on the streets, to an almost princely income for performing daring feats on a wheel, is no small accomplishment. This is what Warren Blaney has done. He is only 25 years of age.

"Both he and his wife were born in Portland and lived here until they became professional characters. As a girl Mrs. Blaney was Emma Crouch and attended the Park School in this city. Young Blaney also attended the school when he had time to spare from his duties as newsboy and messenger. Then they attended Fred Merrill's bicycle academy, where the youth of Portland were taught to ride a wheel. The quondam bicycle instructor is a Councilman now.

"Blaney soon learned a few tricks that caused a ripple of astonishment among those who saw the acts. Emboldened by his success, he essayed more daring and difficult feats and did them successfully. The girl followed the lead of her youthful sweetheart and also learned to ride. Soon she became as proficient as he in the manipulation of a wheel and the combined acts of both took the breath away from relatives and friends who witnessed them.

"Eight years ago they became professionals, and since that time have traveled throughout the world, amusing and thrilling people of every nation by their performances. They were in Portland in 1897, when the State fair was in progress at Salem, and were at that time married."

### Lawson Wins on Foreign Tracks.

After having failed to beat him in his challenge race, Lawson has scored over Henri Meyer at Manchester, England. In a three-sided race at 1,000 metres there between Jenkins, Meyer and Lawson, the first heat was won by Jenkins and Lawson won the other two. The same day Lawson won also the mile open. At Rheims Lawson won the Grand Prix, Meyer being second and Schilling third.



## KRAMER WINS AS USUAL

**Takes two Events at Charles River—Trainer Causes Spill and is Badly Hurt.**

Kramer added another first to his score of points for the 1904 N. C. A. professional championship in the races run at the Charles River Park track in Cambridge last Tuesday night. Rain fell after the championship race had been finished, and a twenty-mile motor-paced race had to be stopped after the men had ridden seven miles, McLean being in the lead at the time.

Fenn had the pole in the final heat of the championship, with Kramer next to him, Menus Bedell in third place and John Bedell nearest the top of the bank. Menus Bedell tried to sprint a third of a mile, but Fenn, with Kramer at his heels, soon overhauled the Reading Standard rider. John Bedell tried to force Kramer away from Fenn's rear wheel, but did not succeed. He was forced to back pedal to prevent a collision near the tape, and the two Pierce representatives finished first and second, John Bedell defeating his brother for third.

The races were continued on Wednesday night, and no accidents happened until the paced event was being concluded. Nat Butler's trainer, Olson, started across the track with Butler's spare wheel, and was run into by James Hunter, who was pacing Stinson. It was at the same spot where Harry Elkes was killed, and Olsen, Hunter and Stinson were all sent flying. Stinson walked to his quarters without assistance, and Hunter was not badly hurt, though he had to be helped to the quarters. Olsen was unconscious and his right arm was broken, his left hand was badly torn and his head was badly cut up. He was taken to a hospital.

Fenn surprised the spectators by defeating his team mate, Kramer, in the five-mile open, though that has always been his favorite distance. There were eighteen starters, with McFarland, Kramer, Cadwell, Dorlon, Fenn, Jacobson, Menus Bedell and Root in the first line. Fogler made a runaway and won the first mile prize. Luke and Glasson had a hard fight for the second mile, but Glasson had the pole and won. Fogler again went to the front and won the third mile. Schreiber defeated Dorlon for the fourth mile. Root led for most of the last mile, with McFarland at his heels. Fenn, who had been in third place, went to the front at the bell. McFarland tried to get the position behind Fenn, but Kramer would not move. Fenn won from Kramer by half a wheel, with the Californian at the champion's pedals.

Bardgett, Scheps, Galvan, Root, Dorlon, Fogler, Lake, Jacobson, Cadwell, Krebs and Glasson started in the one-mile consolation. Glasson won the first and second lap prizes, Fogler the third and Bardgett the fourth. Cadwell won in 2 minutes flat, while Root nipped Krebs right at the tape for second.

MacLean got away in the lead in the 20-

mile motor-paced race, and held the lead for fourteen miles. MacLean's motor slowed in the eleventh mile, but he had enough of a lead to keep in the front until the fifteenth mile, when Butler passed him. In the seventeenth mile both Butler and Stinson passed MacLean again, but Stinson was far behind MacLean in the distance travelled. Butler won from MacLean by  $2\frac{1}{2}$  laps. Stinson and Mettling each rode  $17\frac{1}{2}$  miles, but Stinson went 15 yards further than Mettling, which gave him third place.

Summaries:

Half-mile circuit championship—Won by Frank L. Kramer (Pierce team); W. S. Fenn (Pierce team), second; John Bedell (Reading Standard team), third; Menus Bedell (Reading Standard team), fourth. Time, 1:06 3-5.

Five-mile open, professional—Won by W.



NEW YORK BRANCH 214-216 WEST 47TH ST.

S. Fenn (Pierce team); Frank L. Kramer (Pierce team), second; Floyd McFarland (Tribune team), third; Menus Bedell (Reading Standard team), fourth. Time, 11:43 2-5. Mile prizes—Fogler, 2; Schreiber, 1; Glasson, 1.

One-mile consolation, professional—Won by Frank J. Cadwell (Rambler team); E. F. Root (Columbia team), second; Floyd Krebs (Tribune team), third; Walter Bardgett, Buffalo, fourth. Time, 2:00.

Twenty-mile motor-paced race—Won by Nat Butler; Hugh MacLean, second; Will C. Stinson, third; Louis E. Mettling, fourth. Time, 27:36 4-5.

### Tours Awheel Increasing.

Tourists returning from Europe report a decided increase in the number of people who are travelling through the Continent on bicycles. A. A. Adey, of Washington, D. C., Assistant Secretary of State, who says he prefers the bicycle to an automobile, covered 1,500 miles on his wheel while in Europe.

## STINSON RIDES STRONGLY

**But not Strong Enough to Beat MacLean—Downey Wins Amateur Event.**

By winning the three-cornered 25-mile motor-paced race at the Revere Beach track, Boston, on the evening of July 21, Hugh MacLean gave further indication of his improved form. He defeated Will Stinson by nearly a lap and Nat Butler by six laps, in 36:44 1-5.

At the start MacLean, paced by Turville, was on the pole; Stinson, back of Hunter, in the middle, and Butler, with Saunders up, on the outside.

On the third mile a terrific duel ensued between MacLean and Stinson. They rode like fiends, with Stinson having the hardest place on the banks. MacLean refused to let the big Cambridge rider go by him, and Stinson laid back. Butler kept within hailing distance a quarter of a lap in the rear.

At five miles MacLean and Stinson were still having a stiff fight for the leadership, but the former could not be pushed out of it. All were bunched pretty well at ten miles, and the race became a long, hard grind.

Stinson was riding wide of his machine, but held to it in great style, keeping MacLean constantly covered up. On the twelfth mile Butler fell away from his motor and was soon caught by MacLean, who got one lap on him.

When Stinson tried to put the lap on Butler it was a different story, but Butler had the misfortune to puncture his front tire, and in changing wheels lost five laps to the leaders. MacLean kept increasing his speed and gradually drew away from Stinson at fifteen miles. Butler could not get into his regular stride, and Stinson rubbed it in by passing him a couple of times before the twenty miles were covered.

Five miles from the finish MacLean got to Stinson's rear wheel and scared the big fellow to push his gait up. Stinson attempted to put another lap on Butler on the twenty-second mile, but found it a tough proposition and gave it up.

J. J. McKinnon and Pat Logan won the two-mile tandem Australian pursuit race in 4:14 4-5 from Mat Downey and Urquhart.

Sixteen starters lined up for the ten-mile amateur open, with a prize at the end of every mile. The first mile prize went to H. A. Barry, the second to W. S. Younie, Matt Downey the third, W. G. Holbrook the fourth, E. G. Dow the fifth, J. B. Coffey the sixth, A. W. McDonald the seventh. McDonald started for a lap, but Downey and Logan, by fast sprinting, caught him, and together they got a lap on the rest of the bunch in the eighth mile. Downey got the eighth and ninth mile prizes. The final mile went to Matt Downey, with P. F. Logan second, W. A. McDonald third. Time—23:51.

It is reported that Bobbie Walthour will sail for Europe on August 4.



## ANTICS OF A MOTOR

### And Samuelson's Great Sprint Made This Salt Lake Meet Memorable.

W. E. Samuelson, the "Pride of Provo," added another leaf to his crown of laurel at Salt Lake City, Utah, on the evening of July 22, when he captured first place in the two-mile open lap professional, after what is described as one of the gamest sprints ever witnessed on the local track. Three laps from the finish Samuelson was nearly half a lap behind Hollister and Achorn, who were teaming. These riders seemed to have first and second places without a struggle, so great was their lead. A moment before the bell sounded for the final sprint a rider shot out from the rear bunch and started in pursuit of the leaders. It looked like folly for one man to attempt to overtake the two riders, who were fifty yards ahead with only three laps to go.

Before one lap had been ridden Samuelson had cut the distance between himself and the leaders nearly in half. The 2,500 spectators rose to their feet and yelled like mad, although it hardly seemed possible that the Provo youth could hold the fearful pace.

Samuelson came on with a rush, however, and a few yards from the tape overhauled and passed the leaders, while every one present cheered an ovation. Hollister was second, Hoffman third and Achorn fourth. Time, 4:03 2-5.

Plenty of excitement was furnished in the five-mile motor-paced match race between N. C. Hopper and Frank Hoffman.

Hopper was being paced by Heagren on his double-cylinder machine, and was leading Hoffman by nearly half a lap at the end of the first mile. Hoffman yelled to Chapman, who was pulling him, for more pace. Chapman turned on more "juice," and the motor began to "buck like a broncho spurred in the shoulder." Hoffman, seeing this, fell back, but the motor kept right on, running amuck all over the track, and was entirely beyond Chapman's control.

Seeing that the machine was running away, Chapman threw himself off just as he passed the tape, pushing the machine over at the same time.

All the officials took to the fence and the tall grass in a hurry when they saw the machine get beyond control, and there might have been a serious accident but for Chapman's coolness. Chapman fixed up the machine, and after some delay the race was started from the one-mile mark. Hopper was in the lead and, gradually increasing this, lapped Hoffman in the third mile and nearly caught him again in the fifth mile. The time was 7:33 2-5, and the fastest mile was 1:25.

In the two amateur events, Carl and Iver Redman, brothers, proved to be in fine form, and easily outrode the other amateurs present.

Carl Redman took the half-mile open amateur, with Iver Redman second, Elswood third. Iver Redman took the final of the mile handicap amateur, with Elswood second, Welser third and Carl Redman fourth.

The half-mile professional consolation produced a pretty sprint at the finish between Collett and Stevens, the former winning out by a narrow margin, with Downing third and Burris fourth.

#### Summaries:

Half-mile amateur—C. Redman, first; I. Redman, second; Elswood, third. Time, 1:03 2-5.

Two-mile open lap professional—Samuelson, first; Hollister, second; Hoffman, third; Achorn, fourth. Time, 4:03 2-5. Staves got seven laps, Collett two, Achorn three, Burris two, Hollister one.

Half-mile consolation, professional—Collett, first; Stevens, second; Downing, third; Burris, fourth. Time, 58 4-5 seconds.

One-mile handicap, amateur—I. Redman, first; Elswood, second; Weiser, third; C. Redman, fourth. Time, 2:03 2-5.

Five-mile motor-paced match race—Hopper, first; Hoffman, second. Time, 7 32 2-5.

### McCrea's Good Work at Springfield.

For the first time in three years track races were held in Springfield, Ill., on July 20. Owing to the condition of the track, fast time was out of the question, and, although the weather was fine, a small but enthusiastic and appreciative crowd witnessed the sport.

The races were all well contested, and close finishes were the rule in all save the five-mile race, in which J. Nash McCrea, Springfield, made a runaway race of it for the last mile, beating Thomas Selders, Bloomington, by a little less than an eighth of a mile. Selders and the third man finished neck and neck. In the quarter-mile race, with a lead of five lengths over Selders, McCrea's chain jumped the sprocket, and he coasted across the tape in second place.

The riders winning first, second or third places were awarded points on the Grand Prize on the season, a Racycle, as follows: J. Nash McCrea, Springfield, 13 points; Thomas Selders, Bloomington, 11 points; Mark McCrea, Springfield, 2 points, and Harvey Johnson, Springfield, 1 point.

The races were promoted by the Springfield Wheelmen's Club, which is planning another meet for August.

#### Summaries:

Quarter mile—Won by Thomas Selders, of Bloomington; second, J. Nash McCrea, Springfield; third, Harvey Johnson, Springfield. Time, 0:38 3/4.

One mile—Won by J. Nash McCrea, Springfield; second, Thomas Selders, of Bloomington; third, Mark McCrea, Springfield. Time, 2:50.

Five mile—Won by J. Nash McCrea, Springfield; second, Thomas Selders, of Bloomington; third, Mark McCrea, Springfield. Time, 15:33.

## AGRAZ LOWERS A RECORD

### Utah Amateur Sets up New Figures for Five Miles—Chapman's Fast Mile.

In addition to two records—one a local record—being broken, some exceptionally fine racing was furnished 2,500 enthusiastic spectators at the Salt Palace track, at Salt Lake City, Utah, on the evening of July 19.

After failing in his first attempt, John Chapman, the Atlanta (Ga.) rider, made a second trial, and reduced the track record of 1:30 for a mile behind a motor to 1:26 2-5.

The other record to suffer was the world's five-mile amateur competition. Emil Agraz clipped several seconds off this by winning the prettiest race of the evening. Agraz and Carl Redman helped each other in lapping the bunch, but tired before they had completed the circuit. Iver Redman and Heagren dropped back and pulled them up, enabling them to finish a full lap ahead of the other riders. The pair were fined \$5 each for their team work. Agraz rode the distance in 10:39, lowering the world's record of 10:56, made by Hurley, the amateur champion, at Vailsburg, N. J.

Hopper handed the "pros" a surprise in the two-mile lap handicap. Just before the bell lap, he made a pretty sprint and secured a winning lead before the others discovered the play. Hoffman and Chapman fought hard for second place, the former winning by a scant wheel. Samuelson was fourth. Time, 3:58.

Quarter-mile amateur—C. Redman, first; Wilcox, second; Elswood, third. Time, 30 2-5 seconds.

Half-mile professional—Samuelson, first; Hoffman, second; Downing, third; Stevens, fourth; Palmer, fifth. Time, 57 seconds.

One-mile motor-paced record trial by Chapman—First trial, 1:32 2-5; second trial, 1:26 3-5.

Five-mile open lap race, amateur—Agraz, first; C. Redman, second; I. Redman, third; Castro, fourth. Time, 10:39. C. Redman, 14 laps; Morgan, 3; I. Redman, 6; Agraz, 8; Weiser, 2; Heagren, 1; Elswood, 4; Halliday, 1.

Two-mile handicap lap, professional—Hopper, first; Hoffman, second; Chapman, third; Palmer, fourth. Time, 3:58. Hopper, 2 laps; Hollister, 4; Gunn, 2; Prey, 1; Leyland, 6.

### Mitten Wins Oklahoma Race.

A territorial record was broken when the sixteen-mile road race from Oklahoma City to Briton was run in 45 minutes and 35 seconds on July 16. The new figures were created by W. L. Mitten, who won both first and second place and time price. M. Wimmer was second, both in order of place and time, in 47:00, and F. Boyd third in 48:00. Four others finished in the following order: E. E. Wimmer, 51:15; E. Dresser, 57:30; P. Clark, 1:01:30; J. Sullivan, 1:12:10.



## TO PHILADELPHIA AND BACK

**New York Motorcyclists Schedule Longest Run Yet Attempted—Limit 14 Hours.**

"The New York and Philadelphia Limited" will be the style of the New York Motorcycle Club's open run from New York to Philadelphia and return, which has been definitely set for Sunday, August 28. The "Limited" arises from the minimum and maximum time limits of fourteen and eleven hours, respectively, that have been fixed. To qualify for medals it will be necessary for participants to finish within those periods of time. It will be the longest organized one-day run attempted by motorcyclists in this country.

As it is possible to complete the round trips between the two cities in eight or nine hours, and as the good roads of New Jersey are likely to tempt ambitious scorchers to "cut loose," not only will the eleven-hour limit, which is based on the legal rate of speed, be rigidly enforced, but the club officials promise not merely to disqualify offenders and obliterate their names from the records of the run, but to supply the evidence necessary for their prosecution to the police authorities. It is believed that these stern measures will effectually suppress any tendency to spoil the object of the run by making a race of it.

The run will rendezvous at 6 a. m. at the Staten Island ferry at the Battery. The route will be via Tottenville, Perth Amboy, Metuchen, New Brunswick, Cranbury, Hightstown, Trenton, Columbus, Burlington and Camden—a distance of a trifle more than one hundred miles each way.

The entry fee will be \$1.50, which will entitle survivors to souvenir medals. The entries will close August 25 with Captain D. D. Miller, 241 Fourth avenue, New York.

### St. Louis Motorcyclists Organize.

After several ineffectual efforts, a motorcycle club has finally been organized in St. Louis. The following are its officers: President, John C. Higdon; vice-president, J. A. Kieselhorst; secretary and captain, John Hurck; treasurer, William Chrensinger. For the time being at least, the organization will be known as the St. Louis Motorcycle Club, but, as it is likely that the members will join the F. A. M. in a body, the name finally adopted may be the Federation Motorcycle Club of St. Louis. In the Missouri metropolis motor bicycles are mulcted \$10 annually, the same as big, four wheeled automobiles, and the club and the federation will join in an effort to obtain relief."

### Hartford Swinging Into Line.

Hartford, Conn., at last is in a fair way of having a motorcycle club "in its midst." thanks chiefly to that elongated enthusiast, J. J. O'Connor. A temporary organization was effected at a meeting held on Tuesday last, which was attended by twenty-one rid-

ers. J. M. O'Malley, who won the second series of the F. A. M. endurance contest, and who also blossomed as an earnest speaker at the business meeting, presided, and J. M. Dalton acted as secretary. A committee, composed of O'Connor, Alexander Smith and Albert W. Smith, was appointed to draft the constitution and bylaws and to report at a meeting on Tuesday next, when the club will be permanently organized. J. W. White, of Pottstown, Pa., the devil-may-care of the endurance run, was in Hartford at the time and gave the meeting a talking to.

### Applying Thumb Screws in Boston.

Judge Emmons, chairman of the Boston Police Commission, has recently undertaken the rigid application of the Massachusetts automobile law, in which, unfortunately, motorcycles are included, and has issued instructions that it be enforced to the minutest detail. As a result, police hold-ups for inspection of registration and examination certificates have become so frequent that a yellow card is being issued to lessen the delays caused thereby. The law requires numbers on both the front and rear of vehicles, and also on the lamps, and these requirements also are being enforced. It is not stated whether the "wise" provision forbidding automobiles and motorcycles to be "left unattended" without being "made fast" or kept under "lock and key or other device" is among the details of the law that are being brought to bear.

### The Penny-Wise Purchaser.

"There's a chap who has learned the meaning of false economy," said Frank B. Widmayer, the Indian agent on upper Broadway, New York, pointing to a man who had just left his store.

"He came in here early this spring," continued Widmayer, "and wanted an Indian, but he balked at the price and went downtown and purchased a cheap second hand belt machine for \$75. He dropped in just now to learn if I would buy it or sell it for him at almost any price. He told me he had spent \$55 and some cents on it for repairs in the few months he has owned it."

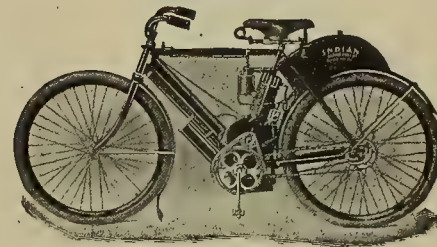
### Professor of Law Pleads Ignorance.

Cops are bagging big game everywhere for violating bicycle ordinances. Following the arrest of the Mayor of Stamford, Ct., for riding on the sidewalk, comes the news that Professor William Carey Jones, head of the department of jurisprudence of the University of California, was arrested at Berkeley, Cal., for riding on the sidewalk. The distinguished jurist pleaded ignorance of the law.

### Dark Room for Short Circuits.

One of the most prominent foreign automobile makers recommends a dark room as the surest and easiest means of locating a short circuit. In the darkness the blue flicker at the point of leakage becomes immediately visible.

# INDIAN "SCALPS"



**1904 Endurance Contest.**

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The police at Utica, N. Y., have begun a crusade against bicycle riding on the sidewalks. The first rider arrested was a Jap.

At Columbus, Ohio, Earl Beach, against whom there were four charges of bicycle stealing, was sentenced to thirty days' imprisonment and \$50 fine on each charge.

Baltimore is to have a revival run of old and new cyclists. The arrangements are in charge of Howard A. French, and he expects to get out 1,000 riders.

Riders in the Tour de France race this year had a hard time of it. Between Lyons and St. Etienne the villagers scattered stones and nails on the road, and when the competitors passed fired pistols and revolvers at them to express their disapproval of road racing.

A thirteen-year-old boy of Pontiac, Mich., has rigged up his bicycle with an electric fan. It is attached to an upright back of the seat, so as to blow on him from behind. The

batteries for it are carried on the handlebars. It is not powerful enough to blow him uphill.

Announcement has been made by the Brooklyn Rapid Transit Company that it will no longer carry bicycles on its "L" trains. For some time the company has permitted wheels to be carried on its elevated cars on the payment of 10 cents for a bicycle ticket, but the space they occupied it has been found is of more advantage to passengers.



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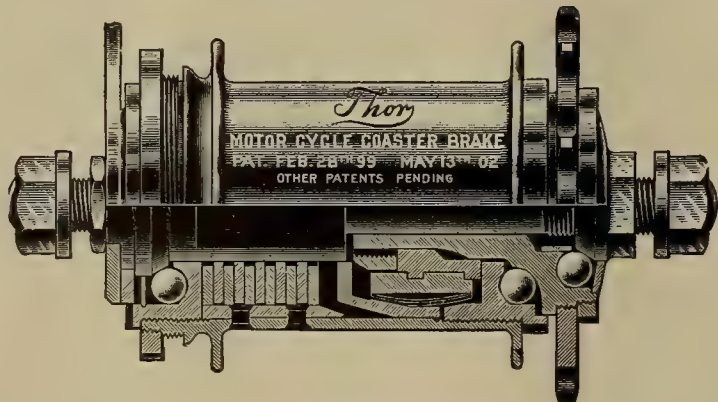
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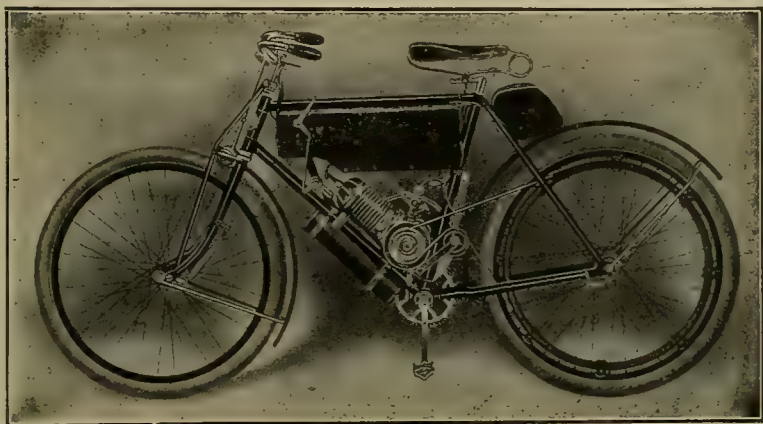
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**FOR SALE**—The only bicycle store in a town of thirty thousand inhabitants, conceded to be the best wheel town in the state. Is doing an elegant business at the present time, but owners have other interests demanding attention. Stock will invoice about \$3000. If you want a paying business, write at once, S. BROS., care THE BICYCLING WORLD.

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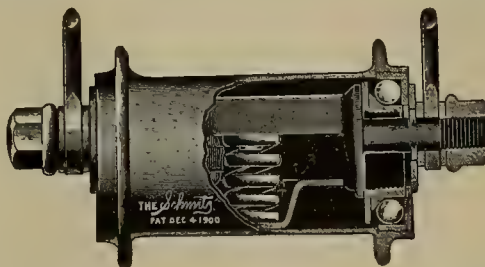
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breaks jar below the axle, thereby saving at least half the wear  
on tire. Absolutely guaranteed.

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**The Week's Patents.**

765,395. Clutch mechanism. Alexander P. Morrow, Elmira, N. Y. Filed February 28, 1903. Serial No. 145,595. (No model.)

Claim.—1. The combination of a driving part; a driven part; a longitudinally movable wedge between said parts; connecting means between said driving part and said wedge for producing longitudinal movement of the latter; an expanding clutch ring between said driving part and said driven part, having a wedge-slot adapted to receive said wedge, and adapted when expanded by said wedge to engage said driven part and to make a driving connection between said driving part and said driven part.

765,623. Transmitting mechanism. Julius J. Kooman, New York, N. Y. Filed June 12, 1903. Serial No. 161,171. (No model.)

Claim.—1. The combination of an elbow lever, a link connected to each end thereof, two revoluble shafts, and a crank on each of said shafts, the cranks having respectively connection with the elbow lever, and said elbow lever having one arm longer than the other and provided with truss rods extending above and below it, the short arm of the lever being braced from the longer arm by a diagonally extending strut.

"Motorcycles: How to Manage Them."  
Price \$1. The Goodman Company, 154  
Nassau street, New York. \*\*\*

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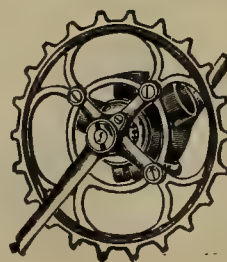
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# The Bicycling World

## AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, August 6, 1904.

No. 19

### TO ELIMINATE THE AGENT

**British Makers Ask Whether he is Necessary and Consider Making Direct Sales.**

What is characterised as a "marked tendency on the part of makers to ascertain whether or not the agent is a necessity to the trade," is evident in the British trade, and there is a disposition in some quarters to foresee in it a plan to dispense with the agent and to substitute for the present agency system dealings between the makers and the riding public direct.

It is only within the past few weeks that the knowledge of the movement has leaked out. Apparently, however, a number of makers—not, as yet, a majority—have been quietly investigating the subject, and even feeling the public pulse to the extent of advertising for retail trade, and, of course, selling, direct. Nominally, all such inquiries are referred to the agents in whose territories they fall; but it is suspected that a considerable number of them are followed up by the makers and direct sales made.

The movement does not seem to have progressed far enough to predict the outcome. But the idea of direct trading is said to be "in the air," and retailers are being warned to look the matter squarely in the face, instead of being taken unawares and finding themselves suddenly left without an occupation.

A bad season, the introduction of eight guinea (\$40) machines by first class makers and an indisposition to pay the retailers commission on machines at this price, are the causes back of the movement.

#### Extent of Morrow's Increase.

"In the July 30 issue of the Bicycling World you quote me as stating that the July business on the Morrow coaster brakes was well to the good of July last year," says R. D. Webster, sales manager of the Eclipse Machine Co., writing from the factory at Elmira under date of August 2. "The exact figures, I find at the close of the month, show an increase in sales amounting to 1,367 brakes for July, 1904, as compared with July, 1903."

"At the present writing it looks as though

August might show a still better improvement, as we have so far this month received orders for more brakes than we received last year during the first ten days of the month."

#### Pope Branch Discontinued.

An establishment that has been identified with Philadelphia for many years is about to disappear. The Pope Manufacturing Company has decided to close its branch store in that city and to establish agencies there instead. The Pope store in Philadelphia, on Arch street, has been so closely identified with R. D. Garden, its manager, for so long that many know the place as Garden's establishment.

#### Corbin Adds Front Hubs.

The Corbin Screw Corporation is adding front hubs to their productions, the idea being, of course, to have them of a pattern harmonizing with their coaster brake hubs, and thus increase the symmetrical appearance of the completed bicycle. The hub for motor bicycles is ready for marketing, and the one for the pedal propelled machines is well under way.

#### Chain Prices Changed.

The Federal Mfg. Co. has withdrawn all previous quotations on Diamond bicycle chains and put into effect a new tariff. In announcing the change, they add that "on account of the limited consumption of quarter-inch bicycle chains it has become necessary to make an additional price on same."

#### Merkel Incorporates with \$200,000.

The Merkel Mfg. Co., Milwaukee, Wis., has changed its style and been incorporated as the Merkel Motor Co., with capital of \$200,000. The incorporators are A. B. Ferdinand and Joseph F. and William J. Merkel. They are adding automobiles to their productions.

#### Time Makers in Conference.

The annual conference of the tire manufacturers was held in this city on Thursday and Friday of this week. Practically every concern was represented. There was nothing given out for publication.

#### Foss Succeeds Eldridge.

W. E. Eldridge, manager of the Pope Mfg. Co.'s Boston branch, has tendered his resignation, to take effect September 1. He will be succeeded by W. K. Foss, manager of the Pope depot in Providence.

### PARCELS FOR JAPAN

**Particulars of the New Post Convention Made with the "Yankee of the East."**

Washington, D. C., Aug. 3.—The parcels post convention between the United States and Japan, which, as briefly noted in the Bicycling World, went into effect on the 1st inst., provides, in part, that there shall be admitted to the mails exchanged thereunder articles of merchandise and mail matter, except letters, postcards and written matter of all kinds, that are admitted under any conditions to the domestic mails of the country of origin, except that no parcels must exceed a value of \$50 or in weight four pounds six ounces; the dimensions are to be as follows: Greatest length in any direction, 3 feet 6 inches; greatest length and girth combined, 6 feet; such packages must be so wrapped or inclosed as to permit the contents to be easily examined by customs officers and by postmasters duly authorized to do so.

The following articles are prohibited: Publications which violate the copyright laws of the country of destination; poisons and explosive or inflammable substances; fatty substances; liquids and those which easily liquefy; confections and pastes; live or dead animals, except dead insects and reptiles when thoroughly dried; fruits and vegetables which easily decompose; and substances which exhale a bad odor; lottery tickets, lottery advertisements or lottery circulars, and all obscene or immoral articles.

A letter or communication of the nature of personal correspondence must not accompany, be written on or inclosed with any parcel. If such be found, the letter will be placed in the mails, if separable, and if the communication be inseparably attached the whole parcel will be rejected. If, however, any such should inadvertently be forwarded, the country of destination may collect on the letter or letters double rates of postage.

The parcels exchanged under this convention shall be subject in the country of destination to all customs duties and all customs regulations in force in that country, for the protection of its customs revenue.

The sender of each parcel must make a customs declaration, upon a special form



provided for the purpose, giving the address, a general description of the parcel and an accurate statement of the contents and value. This declaration must accompany the parcel to destination.

Parcels exchanged under this convention shall be delivered to addressees at the post-offices of address in the country of destination, subject to the customs duties properly chargeable thereon. If a parcel cannot be delivered as addressed, or if it is refused, it should be reciprocally returned without charge directly to the dispatching office of exchange at the expiration of thirty days from its receipt at the office of destination, provided, however, that prohibited articles, such as those mentioned and those which exceed the prescribed weight, size and value, shall not necessarily be returned to the country of origin, but may be disposed of without recourse, in accordance with the customs laws and regulations of the country of destination.

When the contents of a parcel which cannot be delivered are liable to deterioration or corruption, they may be destroyed at once, if necessary or if expedient, sold without previous notice or judicial formality, for the benefit of the right person, the particulars of each sale being notice by one postoffice to the other.

The exchange offices of receipt for parcels exchanged under this convention are San Francisco, Cal.; Seattle and Tacoma, Wash., and Honolulu, Hawaii, but other places in the United States may be hereafter designated as exchange offices.

Shows How Tires are Made.

Next to actually going through the factory, no more comprehensive idea of the manufacture of pneumatic tires can be obtained than by a perusal of the handsome pamphlet, "The Home of the G & J Tire," issued by the G & J Tire Co., Indianapolis, Ind.

A brief, though very complete, description is given of every stage of tire making, beginning with a description of collecting and shipping the new rubber, its purification, the ingredients that it is mixed with and the machinery employed, the preparation of the fabric used, the building up and vulcanization of the tire, the manufacture of inner tubes, and the thorough and systematic manner in which the finished products are inspected. Twenty-eight beautiful photo-engravings supplement the reading matter, and constitute a pictorial trip through the factory.

Fire Visits Three Dealers.

Several hundred dollars' worth of damage to the establishment of James Burke, Pittston, Pa., was done last week when the place caught on fire.

The breakage of the valve of a gasoline brazier in the shop of J. M. Ginter, Wooster, Ohio, caused a fire there last week. About \$100 damage was done.

Damage to the extent of about \$500 was caused to the stock of Hughes & Dinan, Wakefield, Mass., last week. The store was also slightly damaged.

JUNE BROUGHT NO JOY

Exports Again Show Heavy Loss—British Australasia Chief Offender.

For the third successive month the statement of exports of cycles and parts for June reveals a large loss. The shrinkage is even slightly in excess of that of May, when it was the largest for some time. The figures are, for June, 1904, \$140,405, as compared with \$191,585 in June, 1903.

The detailed figures possess unusual interest. Nearly all countries show losses, there being but five with gains in excess of a few hundred dollars. The best relative showing is made by British North America, which purchased, in round numbers, \$3,000 worth more of goods than in June, 1903. Argentina makes a surprising showing, jumping from \$739 to \$3,303; and Cuba does almost equally well, its figures being \$3,429 and \$5,569. Colombia is another South American country to gain markedly, her purchases being \$1,242 as against a beggarly \$11 in June, 1903. Other Europe, with a \$700 gain, closes the list of countries showing increases.

British Australasia heads the loss list. From the high figures of \$25,007 in June, 1903, she drops to \$14,647. France and Germany run a close race for the second place, the former winning with a loss of about \$9,000, as against Germany's \$8,000. Belgium, with \$6,000, and the United Kingdom, with \$4,000, are the other countries showing big losses, while the Netherlands, with \$3,500; Italy, with \$2,500; Japan, with \$2,000, and Mexico and Other West Indies and Bermuda, with \$1,000 each, wind up the melancholy list. In the case of Japan, however, the showing is really a creditable one, as her purchases, in spite of the stress and strain of war, amounted to \$39,150.

The exports in detail for the month and twelve months, respectively, are as follows for the corresponding periods:

|                                                    | June—     |          | Twelve Months Ending June— |           |           |
|----------------------------------------------------|-----------|----------|----------------------------|-----------|-----------|
|                                                    | 1903.     | 1904.    | 1902.                      | 1903.     | 1904.     |
| Exported to—                                       | Values.   | Values.  | Values.                    | Values.   | Values.   |
| United Kingdom .....                               | \$21,674  | \$16,990 | \$460,782                  | \$264,180 | \$263,775 |
| Belgium .....                                      | 8,054     | 1,927    | 48,680                     | 43,010    | 52,988    |
| France .....                                       | 11,914    | 2,305    | 207,180                    | 158,810   | 76,000    |
| Germany .....                                      | 14,147    | 6,662    | 305,156                    | 128,766   | 131,217   |
| Italy .....                                        | 3,897     | 1,365    | 67,542                     | 48,221    | 52,820    |
| Netherlands .....                                  | 8,049     | 4,443    | 158,340                    | 84,017    | 114,735   |
| Other Europe .....                                 | 12,264    | 12,911   | 307,871                    | 182,937   | 178,995   |
| British North America .....                        | 11,998    | 15,054   | 164,073                    | 168,676   | 125,929   |
| Central American States and British Honduras ..... | 153       | 249      | 4,688                      | 2,958     | 3,165     |
| Mexico .....                                       | 4,984     | 3,999    | 23,472                     | 47,714    | 44,209    |
| Cuba .....                                         | 3,429     | 5,569    | 16,592                     | 12,665    | 24,059    |
| Other West Indies and Bermuda .....                | 3,605     | 2,851    | 51,743                     | 37,914    | 32,625    |
| Argentina .....                                    | 739       | 3,303    | 9,965                      | 12,980    | 13,892    |
| Brazil .....                                       | 540       | 675      | 5,683                      | 7,204     | 11,769    |
| Colombia .....                                     | 11        | 1,242    | 1,049                      | 927       | 2,871     |
| Venezuela .....                                    | 10        | 16       | 604                        | 268       | 620       |
| Other South America .....                          | 1,068     | 1,456    | 24,198                     | 18,030    | 16,996    |
| Chinese Empire .....                               | 794       | 233      | 59,386                     | 20,315    | 12,626    |
| British East Indies .....                          | 2,592     | 2,738    | 54,939                     | 37,930    | 25,400    |
| Hong Kong .....                                    | 443       | 173      | 5,279                      | 3,256     | 8,546     |
| Japan .....                                        | 41,543    | 39,150   | 270,730                    | 447,677   | 425,972   |
| British Australasia .....                          | 25,007    | 14,647   | 216,471                    | 245,512   | 285,232   |
| Philippine Islands .....                           | 2,847     | 547      | 21,781                     | 17,039    | 21,363    |
| Other Asia and Oceania .....                       | 2,376     | 648      | 25,075                     | 31,109    | 19,592    |
| British Africa .....                               | 8,423     | 486      | 109,811                    | 100,803   | 11,690    |
| All other Africa .....                             | 991       | 766      | 6,353                      | 8,980     | 7,912     |
| Other countries .....                              | 33        | —        | 129                        | 63        | 38        |
| Total .....                                        | \$191,585 | 140,405  | 2,627,572                  | 2,132,629 | 1,965,026 |

Sells Only Three Cent Tape.

Some dealers worship the god of cheapness, and can see no other god. One of this class stocks but one brand of tire tape—a kind retailing for three cents. It is cheap in every respect—the fabric of a coarse weave and the rubber solution so thinly applied that it possesses little adhesive properties.

Asked if he had no better brand, he said, half laughing, that there was nothing better. Then he admitted that there might be a better grade, but that his trade was satisfied with the three-cent article, and he did not find it worth while to keep any other kind. Being of this opinion, he will continue to sell it, and it alone. Nor can he see how he stands in his own light by sticking to cheap goods exclusively.

Felt Wick Gives Better Light.

"To get the best flame," said a rider who had a particularly bright oil lamp to a Bicycling World representative the other evening, "I throw away the cotton wick that is usually supplied and substitute a piece of good felt, cut to fit the burner rather snugly. Before the felt is moistened with oil I burn it off at the tip of the burner with a flame and rub a match several times across the charred end. Then I allow it to become thoroughly saturated with oil before lighting the lamp. This gives the largest and steadiest flame, and consequently the most light."

Wants Herr Declared Bankrupt.

A petition was filed in the United States District Court at Philadelphia last week, asking that Horace B. Herr, trading as the Lancaster Cycle Company, of Lancaster, Pa., be adjudged an involuntary bankrupt. Debts aggregating \$700 are set out.



## UP-TO-DATE BRIGAND

### Highwayman on a Motor Bicycle Holds up Automobile Near Philadelphia.

As a steed for the bold highwayman, the motorcycle has entered upon a new field of service. With the stage coach and its string of three or four span of horses giving way to the automobile, it was in the natural order of things that the modern Dick Turpins must get something faster than horses for mounts, in order to accomplish successful hold-ups. One up-to-date robber has done so, and his choice was a motor bicycle, as being less cumbersome and better adapted to the purposes of pursuit and flight than the big, four wheeled motor car.

The first hold-up on the road by the motorcycle highwayman occurred on Thursday just outside of Philadelphia, on the Old York road, about four and a half-mile from the Willow Grove bicycle track. It was an automobile that was held up.

A. C. Hill, of No. 337 Broadway, New York, was the automobilist. With him were Mrs. Hall, Mrs. Arthur L. Jackson and Mrs. Thomas C. Walton. They were on their way to the Delaware Water Gap.

Stranded in the lonely highway after midnight, the quartet were compelled to walk two miles to a tollgate. Rousing the keeper, they were driven to Doylestown. The automobile, which had been rendered useless by a command of the robber at pistol's point, was left in the roadway.

Mr. Hall and his party left Philadelphia Thursday afternoon at half-post four o'clock, for the Delaware Water Gap. They had just come up from Atlantic City. Arriving at Willow Grove, the party took supper in the Casino, at the park there, and stayed until 9 o'clock listening to the music of the band.

Leaving Willow Grove in the big red double cylinder touring car, the party started for Easton by way of Doylestown. All went well until a heavy grade four and a half miles from Willow Grove was reached. Mr. Hall slowed up to take the steep hill. As he neared the cross roads at the summit he heard the toot of an automobile horn, and thought another machine was approaching.

Then in the light of his own headlight Mr. Hall discerned a motorcyclist fifty feet away. The motorcyclist rode up to the automobile, and pulling out a pistol called:

"Get out of that machine—quick, hurry now!"

"Why, what do you mean?" gasped the astonished Mr. Hall.

"I mean just what I say, and be quick," replied the highwayman.

At that Mr. Hall got down to the ground, assisting the frightened ladies to alight after him.

The highwayman then searched all four,

taking Mr. Hall's money and the jewels from the ladies. He got about \$1,000 in money and jewelry.

He then commanded Mr. Hall to empty his gasoline tank into the road, disconnect his battery and let all the air out of his tires. This the helpless Mr. Hall did, while the desperado held his gun pointed at his head.

### Why Kelly Came Back.

An unexpected visitor to this country after an absence of seven years is Vinton J. Kelly, who, as a trick rider under the pseudonym of W. E. Ritchie, has long been a favorite with European music hall and vaudeville audiences.

Kelly has had a checkered career. He is a Philadelphian, and in the very early 90's was a well known figure in the racing and trade circles of that city. He raced for some years with a good measure of success, and afterward was connected with the trade in various capacities. About this time he made a study of trick ridig and became very skilful at it. He evolved a tramp specialty act which was very funny, and earned for him much fame and some fortune. He appeared in this country several times, but for a number of years has confined his work to the European cities.

His present appearance—he is doing a combined bicycle and automobile act at the New York Theatre—which is a brief one, is due to the Russian-Japanese war. Kelly was booked for a number of engagements in the land of the Czar, but one of the consequences of the war was the closing of the theatres, among them that at which Kelly was booked to appear. As this left some open time on his hands, he determined to fill it with a short American trip. He is booked abroad for three solid years, and will shortly cross the ocean to fill his engagements.

### Two-Cylinder Indian Appears.

The long expected two-cylinder Indian made its appearance at Newport, R. I., on Saturday last. Ridden by its designer, Oscar Hedstrom, Springfield, Mass., it simply ran away with the \$75 silver bowl offered as the prize for the motorcycle race, which was included in the automobile programme of the Newport Amusement Association. The races, all straightaways, were run on the rather soft beach, which was badly cut up by the heavy cars. Despite the conditions, Hedstrom covered the one mile and an eighth in 1:27. John McNevin, New York Motorcycle Club, 1¾-horsepower Indian, was second, and William Thaw, Pittsburg, Pa., 1¾-horsepower Indian, third. There were five starters.

### O'Malley Heads Hartford Motorcyclists.

The Hartford (Conn.) Motorcycle Club partially completed its organization on Tuesday night last by the adoption of that title and election of J. M. O'Malley as president and J. M. Dalton as secretary. The other officers will be chosen next week.

## TROUBLE AT THE FERRIES

### Motorcycles Classed with Automobiles and Held up—Federation is Seeking Relief.

Again motorcyclists have had trouble heaped upon them through being falsely classified with automobilists, and again the Federation of American Motorcyclists is waging battle to have them distinguished from the users of big motor cars.

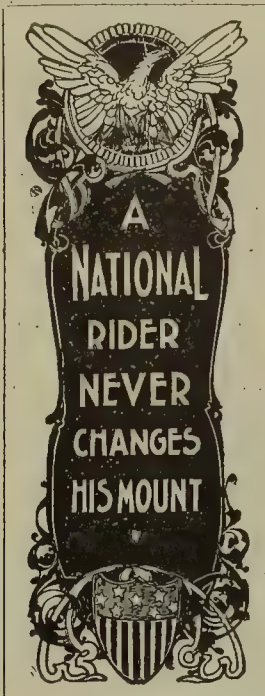
The latest trouble is due to a sudden turn of activity on the part of steamboat inspectors of New York City, who were stirred to action by the burning of the steamer General Slocum, with horrible loss of life. Three years ago the U. S. Treasury Department decided that the ferryboats might carry automobiles if their "fires were extinguished. This was construed to mean that they might be allowed to run aboard the ferryboats under their own power, and they have been doing so. Suddenly, in their new spasm of strictness, the inspectors prohibited this, and for a day or two the automobiles had to stop their engines and be pushed aboard the ferryboats and from them by hand. Then the ferry company decided that this interfered with traffic, and refused to take automobiles at all. They included motorcycles in the order, too.

The injustice and the absurdity of it all, so far as motorcycles are concerned, appears when it is remembered that motor bicycles always have been put aboard of ferryboats and pushed ashore from them by hand. While trucks and carriages and automobiles have been allowed to drive down the bridges of the ferry slips and move through the boat under their natural motive power, both bicyclists and motorcyclists have had to dismount and walk with their little vehicles, both going on and leaving ferryboats.

After the order was issued not to carry automobiles, even with their power shut off, a couple of members of the New York Motorcycle Club presented themselves, at different times, at the ferry from East Twenty-third street to Broadway, Brooklyn, and tried to get across, but were turned away. One offered to empty out all his gasoline, and another actually did so, before applying for passage. It made no difference; tickets were refused them.

As soon as the situation was reported to him, President Betts of the Federation of American Motorcyclists wrote a letter of protest to the superintendent of the Brooklyn Ferry Company, calling attention to the fact that the ferry hands can quickly satisfy themselves of the gasoline tanks on motorcycles being empty and their ignition system disconnected, and that, as motorcycles had always been trundled aboard the ferryboats, it could not cause any unusual delay or inconvenience to continue this being done. It was urged that a mistake had probably been made by the ferry employes in classing motorcycles with automobiles, which is not done by the State Legislature.





## Relative Value from a Rider's Standpoint.

The winner of the Belle Isle (Detroit, Mich.) 25 mile road race May 30th, 1904, in time faster than the record, was offered as his prize, his choice of eleven different makes of bicycles. He chose the National.

The winner of the Salt Lake City, Utah, road race on the same day rode a National in the race and chose a National as his prize.

These two riders, 3,000 miles apart, were of one mind. What do you think of it?

**NATIONAL BICYCLES**  
are made in  
BAY CITY, MICH., U. S. A.

BY

**NATIONAL CYCLE MFG. CO.,**

## DEALERS ASK WHY

# FISK TIRES

DO NOT PUNCTURE AS EASILY  
AS OTHERS.



## BECAUSE

They are made of new rubber and special made fabric, which gives resilience and strength.

Quality is never questioned.

One only, THE BEST.

If you want satisfied customers, buy FISK Line of Bicycle, Motor Bicycle, Carriage and Motor, Single or Double Tube.

BRANCHES AND REPAIR DEPOTS:

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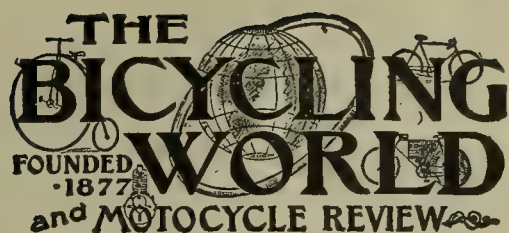
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**FISK RUBBER COMPANY,**  
Chicopee Falls, Mass.





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NEW YORK, AUGUST 6, 1904.

### Celebrate Broadway's Restoration!

For the first time in more than three years Broadway, New York City, has its pavements down and is open to traffic throughout practically its entire length on Manhattan Island. This is a fact that should be celebrated.

For several years this main thoroughfare of the metropolis has resembled some huge furrow on a Brobdingnagian farm. First for trolley cars, then for telephone, steam or electric light conduits, and, finally, for the rapid transit tunnel, the street has been continually rent and torn over various long stretches and the earth piled on each side of the gaping holes, so that there has been little room left for traffic of any sort. One after another the various improvements have been completed, and now the street has been restored to something like its former evenness of surface. At the present writing there are only a couple of blocks in the upper part of the city that remain unsettled, and they will soon be relaid.

A considerable part of the falling off in

cycling in New York City is directly chargeable to the fact that for years the streets of the metropolis have been torn up so as to be almost prohibitive to cyclists. In former years Broadway, in the upper part of the city, was a favorite street for riders of the wheel, and the cycling activity along its asphalt surface was one frequently commented upon by the press. It was the favorite route to Riverside Drive and the outlets from the city beyond the Harlem. Because of its fine width and the grass grown plots of neutral ground between, separating the traffic, it was a safe boulevard and the favorite stretch for short rides up and back, and was a sort of rendezvous for riders when they went out at night after business hours. Then cycle stores were plentifully sprinkled along the thoroughfare, and after dark the lamps on moving bicycles flashed like hundreds of fireflies and made a beautiful sight.

The restoration of this main thoroughfare is therefore a cause for general rejoicing by cyclists. The tunnel beneath has been completed, and the neutral ground is there, as before, and again it offers fine wheeling and will become a concourse for cyclists who have let their wheels get dusty and rusty. This fact is worthy of celebration. It is a circumstance in which there is inspiration for riders to bring out their cycles and once more take a spin over the old familiar ground.

Here is the motive for a parade—a demonstration that signalizes something. After the reunion parade that is now being arranged for August 20 has been disposed of, it will be well worth while for some one to busy himself with arranging a parade of New York cyclists up Broadway to celebrate the restoration of the favorite "boulevard" of former years.

It would seem that the arrangement of some sort of a celebration over this change is within the province of the Associated Cycling Clubs of New York, and that it is "up to them" to do something. If a formal parade is deemed inadvisable, then at least an informal turn out could be arranged. A call should be made upon all the clubs to turn out in force for a general run, and there should be a run at night with lamps lighted whether there is one by daylight or not, in order that the old boulevard may some night glisten and sparkle as it did in the nights of old.

### Improvement in Nickelling.

It is a too common practice to asperse the finish of the bicycles of to-day and to extol

the nickelling and enamelling work done in the "good old days" of half a dozen years or so ago. Many who do this have little or no first hand knowledge of the subject, and are simply repeating, parrotlike, the remarks of others.

Recently a case came under our knowledge that demonstrated the utter falsity of these complaints. A machine was left for a few days in a supposedly dry place, near a water pipe; the latter sprung a leak and the dropping water splashed on the nickeled parts of the machine. The accident was not discovered for several days, and then the machine was pretty thoroughly soaked, the nickelled parts being covered with ominous looking, rustlike splotches. It was an almost new machine, and the plated finish appeared to be ruined.

The owner was not daunted, however. He set to work with a cloth and oil and treated the affected parts to an application of the latter. Then it was gone over with a chamois and rubbed vigorously. The brown splotches came away bodily, leaving the nickel shining brightly beneath. No harm whatever had been done by the prolonged exposure to the wet.

In the "good old days" referred to makers were very careful about warranting nickel plating. They would guarantee that it was the best obtainable, a heavy deposit on copper, etc., but all warned riders not to permit wet or moisture to touch it, as it would then be liable to rust.

There is not so much said about finish at the present time, but there are plenty of makers who spare neither time nor money to make it the best possible. That they succeed the case cited is proof positive.

### The Elimination of Agents.

A surprising bit of news comes from across the water, to the effect that a quiet canvass of the British trade is being made by makers, with the object of seeing whether the retailer cannot be either wholly or partly dispensed with and machines marketed direct. It is alleged that many manufacturers have already made bids for the riders' trade through advertisements in weekly and daily papers, and, while ostensibly still referring inquiries to their agents, are really selling a great many machines direct. A desire to escape the payment of commissions is said to actuate the makers.

That such a movement should be projected, much less launched and pushed in apparent seriousness, is astonishing. In all lines of business, with scarcely an exception, the re-



tailor is looked upon as a necessity and the selling system of which he is the cornerstone a logical one, the permanence of which is assured. He is the intermediary, the buffer between the maker and the consumer, whose task is to keep in touch with both, reconcile, as far as possible, the differences that inevitably arise between the two classes, and to relieve the former of the burden of going out into the highways and byways in search of buyers and conducting the necessarily involved negotiations leading up to sales to them.

This disinclination of the wholesalers to also conduct a retail business is more pronounced than usual in the bicycle industry. Makers do not want retail trade, and they could not get any large amount of it if they did. It is true that a great many branch stores are still maintained, but in the best informed circles grave doubt is felt as to whether they are a paying proposition. Outside of a few in the largest cities, they are maintained because makers cannot secure satisfactory representation. If the opportunity presented itself to make a change, to secure a good, financially strong agent, it would in nearly every case be seized with avidity.

There is a feeling, too, that, with all his limitations and shortcomings, financial and otherwise, the agent or retailer is best fitted to cope with the perplexing problem of dealing with the riding public. Low as are both prices and profits, there is still room for the diversion to the retailer of a fair proportion of them in the shape of commissions, and these are paid without any very great reluctance. No maker would give serious thought to a proposition to cut the agent off in order to save his commission. In lieu of a selling system to substitute for the agency plan, such a course would be suicidal, while to build up an alternative system would take both time and money and probably prove no cheaper in the end, while it might be even more unsatisfactory in practice.

A general crusade against bicycle riding on sidewalks seems to have begun in various parts of the country, spontaneously and without preconcertment.

We hope it will arouse riders to the need of working together in the interest of good roads. To be forced from a fine side path to a heavy road certainly should be an incentive to anyone to become a good roads worker.

Petit-Breton Wins Bol d'Or.

That classic event, the Bol d'Or race, was decided for the eleventh time at the Buffalo Velodrome, in Paris, on the evening of July 14, when Petit-Breton, the young Argentine professional, won. He covered 529 miles and 727 yards in the twenty-four hours.

Human pace was used, and Petit-Breton established new figures for that form of competition. The previous record was 515 miles 742 yards. The presence of the American, George Leander, lent additional attraction to the event, and there were many who confidently predicted his victory. He was obliged, however, to abandon the struggle at an early period. At the start a tremendous pace was set by Petit-Breton, Georget and Leander, and the records soon went by the board. Owing to the terrible temperature (the officials, fearing the possibilities of sunstroke, entreated the riders to rest for an hour or so, which they refused), Georget, the hero of the course Bordeaux-Paris, retired for a time at the thirteenth hour and left Petit-Breton at the head of affairs, a position which the Argentine retained to the end. The final results were: First, Petit-Breton, 529 miles 727 yards; second, Georget, 503 miles 1,202 yards; third, Vanderstuyft, 436 miles 28 yards; fourth, Muller, 403 miles 370 yards; fifth, Laeser, 370 miles 1,690 yards; sixth, Lefevre, 354 miles 528 yards.

The winner, who was recently second to Georget in the race Bordeaux-Paris, finished remarkably fresh and fit.

Pointed Out Law to Police.

After consultation with the City Attorney, W. S. Bull, superintendent of the Buffalo Police Department, discovering that as the State law, thanks to the F. A. M., had removed motorcycles from the automobile class, issued orders that they be treated as bicycles and subjected to the eight-mile speed limit to which the latter are restricted. As automobiles are permitted ten miles an hour, President Betts of the F. A. M. promptly and politely called Mr. Bull's attention to Chapter 634 of the laws of New York, which states that "bicycles, tricycles and similar vehicles shall not be restricted to a rate of speed slower than is allowed any other kind or class of vehicle."

Did Not Have Lamps?

It would be interesting to know if either of those unlucky bicyclists who came into fatal collision in Manchester the other night had a light in operation on his machine," says the Hartford (Conn.) Courant, referring to a recent sad occurrence in that locality. "We have been prophesying for some time that the neglect of that precaution would bring trouble, and apparently here is a solemn confirmation," continues the Hartford paper, which adds: "It is asserted that neither saw the other. Lights are visible. Every wheeled vehicle out after dark should be required to carry them."

FIXTURES

August 6—Atlantic, Mass., oldtime wheelmen's meet.

August 7.—C. R. C. A. 50-mile open road race, Long Island.

August 7—C. R. C. A. 10-mile championships of Eastern and Long Island districts.

August 14—Milwaukee, Wis., road race.

August 18—Bloomington, Ill., race meet.

August 20—New York Reunion and Parade.

August 27—Lawrence, Mass., 10-mile road race.

August 27 and 28—C. R. C. of A. Combination Moonlight and Double Century Run.

August 28—New York Motorcycle Club's open run, New York to Philadelphia and return.

August 28—C. R. C. A. 100-mile record run.

September 3—London, Eng., World's championships.

September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.

September 5—Denver, Col., road race.

September 5—Detroit, Mich., 25-mile Belle Isle road race.

September 5—C. R. C. of A., 25-mile Coney Island Cyclepath handicap road race.

September 5—Bloomington, Ill., 20-mile road race.

September 8-10—London, Eng., World's championships.

September 10—Atlanta, Ga., 20-mile road race.

September 12—Baltimore, Md., Logue road race.

September 18—C. R. C. A. 50-mile open road race, Long Island.

November 24—C. R. C. A. 100-mile record run.

November 24—San Antonio, Tex., 50-mile road race.

The Championship Table.

Up to and including the events of August 4, the following is the standing for the PROFESSIONAL CHAMPIONSHIP.

|                                   | 1st. | 2d. | 3d. | 4th. | Ttl. |
|-----------------------------------|------|-----|-----|------|------|
| Kramer (Pierce).....              | 7    | 1   | 0   | 1    | 39   |
| Fenn (Pierce).....                | 2    | 2   | 0   | 1    | 17   |
| M. Bedell (Reading Standard)..... | 0    | 2   | 3   | 1    | 13   |
| J. Bedell (Reading Standard)..... | 0    | 2   | 2   | 0    | 10   |
| Root (Columbia).....              | 0    | 1   | 2   | 1    | 8    |
| Cadwell (Rambler).....            | 0    | 0   | 1   | 4    | 6    |
| Bowler (Tribune).....             | 0    | 1   | 0   | 0    | 3    |
| Bardgett.....                     | 0    | 0   | 1   | 0    | 2    |
| Krebs (Tribune).....              | 0    | 0   | 0   | 1    | 1    |

AMATEUR CHAMPIONSHIP.

|                        | 1st. | 2d. | 3d. | 4th. | Ttl. |
|------------------------|------|-----|-----|------|------|
| M. L. Hurley .....     | 2    | 0   | 1   | 0    | 12   |
| Burton Downing .....   | 1    | 1   | 1   | 0    | 10   |
| Teddy Billington ..... | 0    | 1   | 1   | 1    | 6    |
| Oscar Goerke .....     | 0    | 1   | 0   | 1    | 4    |
| George Wiley .....     | 0    | 0   | 0   | 1    | 1    |

The system of scoring is as follows: Five points for a first, three for a second, two for a third, one for a fourth.

Walthour Sails for France.

Robert Walthour sailed on Thursday last for France, where he will remain until November. After wiping up the South with Moran, he journeyed with the latter to Boston, where they were to meet Hugh MacLean in a paced race on Tuesday night. A storm, however, prevented, and as Walthour had to leave to catch the boat the race was declared off.



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and there is no doubt about it—then none should better know how to build motor bicycles than ourselves. None other concerned with them has had such ripened experience. We were the first manufacturers; all others came after.

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## ST. LOUIS MEMORABLE

### Worst Track in America, Kramer's Defeat, Fenn's Victory and Pitiful Attendance Combine to Make Cycling History.

St. Louis, Aug. 2.—On a track of cinders, flat as a billiard table and very dry and dusty, the first day's races of the Louisiana Purchase Exposition meet were run to-day before a crowd which even an optimistic official said was 125; this did not include the officials, newspaper men and a small girl who shot at glass balls between heats.

Perhaps because almost every one expected falls, there were none, though the way rear wheels "skidded" on the unbanked turns of the one-third mile track was enough to frighten even the spectators. The surface of the track was very loose, and the riders raised clouds of dust. It was undoubtedly owing to the loose surface that Kramer was defeated by Fenn in the final heat of the one-third mile N. C. A. circuit championship.

Kramer, Fenn, Krebs and Menus Bedell survived the ordeal of trial and semi-final heats and started in the final in the order named from the pole out. Fenn was the quickest starter, and went to the front, followed by Kramer and Menus Bedell, Krebs bringing up the rear. Krebs tried to jump to the front when the backstretch was reached, but Fenn put on more speed, and the "Flying Dutchman" fell back to the rear on the last turn. Kramer started to ride around Fenn when the pair were straightened out for the tape, but his rear wheel slipped badly. Fenn did not look back nor to either side, but continued to sprint with his head down. Kramer straightened out as quickly as he could, and defeated Menus Bedell for second by three lengths, though he was five lengths behind his team mate. Krebs was a bad fourth.

Marcus L. Hurley, of the New York Athletic Club, won the half-mile national amateur championship in convincing style, the real surprise of the race being the defeat of Downing by Billington. The latter waited until last Sunday before making up his mind to compete, and was therefore a post entry. The train on which the Eastern riders made the trip was late, and the bicycle trunks did not arrive at the track until almost 4 o'clock. Billington's trunk had not arrived when his heat of the championship was called, so he borrowed a machine and won the heat by three lengths. Mounted on his own trusty Yale, Billington went out in the semi-final and led Downing over the line by a length and a half. Billington had the pole in the final, Hurley was in second place, Downing third and Wiley on the outside. The three others kindly allowed Wiley to set the pace at the start, and the road rider kept the lead for about a quarter of a mile. Then Hurley, followed by Downing and Billington, rode around the Syracuse boy, and he no longer

figured in the running. Downing seemed to slip a trifle on the last turn, but led Billington into the straight for home. Hurley stayed on the pole and won by a length and a half, while Billington made the better finish of the others and defeated Downing by almost two lengths.

As neither Hurley nor Downing started in the half-mile amateur handicap, Billington was the only scratch man, with Goerke and Schlee at 15 yards. The three best markers made a great fight to get up, but Snider, of St. Louis, and Wittman, of Lincoln, Neb., finished in the order named from the 70-yard mark. Billington was third, yards ahead of the other contestants. Only ten riders started in the race, and it was run in one heat.

The first heat of the one-third mile circuit championship had Kramer, Root, Krebs, Dorlon and W. S. Sanderson, of Memphis, Tenn., as starters. Krebs jumped on the backstretch and forced Root away from Kramer's rear wheel, thereby being towed into second place. The second heat had John Bedell, Collett, Bowler and James Moran, the motor pace follower, as starters. Bowler jumped into the lead on the back stretch and was never headed, Collett being second. John Bedell pulled one of his feet out of the straps on his pedal, and coasted over the line. Fenn, Cadwell, Fogler and Scheps were in the third heat, which Fenn won by three lengths, Scheps just shutting out Cadwell. Menus Bedell, McFarland and Jacobson rode in the fourth heat and finished in the order named.

Bowler, Kramer, Collett and Krebs were in the first semi-final. Krebs again jumped on the back stretch for a good lead, but Kramer went past him on the last turn and won by a length from the "Flying Dutchman."

Fenn, Menus Bedell, McFarland and Scheps rode in the second semi-final. Fenn took the lead at the start, with Bedell in second place. McFarland forced Bedell to give way on the back stretch. Fenn waited until the straight was reached, when he put his head down and crossed the line five lengths ahead of Menus Bedell, who had passed McFarland in the sprint from the end of the last turn.

Floyd Krebs made a great protest because he only received 50 yards in the mile handicap, but he rode a good race in the final and won from Cadwell by half a length. Kramer did not start in the handicap, and Fenn gave it up as a bad job after riding half a mile in his heat. Root led until the home stretch was reached, where he dropped back, finishing in fourth place, close to John Bedell.

Dorlon won both of the four dollar prizes in the mile consolation, and then sat up. Bowler took the lead on the back stretch and was never headed.

#### Summaries:

One mile novice—Won by W. L. Snider, St. Louis; Frank Bizzoni, St. Louis, second; Henry C. Wittman, Lincoln, Neb., third. Time, 2:45 4-5.

Half-mile amateur national championship: First heat—Won by M. L. Hurley, N. Y. A. C.; George Wiley, Syracuse, second; time, 1:08 3-5. Second heat—Won by W. L. Snider, St. Louis; Charles Schlee, National T. V., Newark, second; time, 1:07. Third heat—Won by Burton Downing, Garden City W., San Jose, Cal.; Fred Grinham, St. Louis, second; time, 1:13 3-5. Fourth heat—Won by Teddy Billington, National A. C. Vailsburg; Henry C. Wittman, Lincoln, Neb., second; time, 1:18 3-5. First semi-final—Won by Hurley; Wiley, second; time, 1:12 4-5. Second semi-final—Won by Billington; Downing, second; time, 1:09.

Final heat—Won by Hurley; Billington, second; Downing, third; Wiley, fourth. Time, 1:08 2-5.

Half-mile handicap, amateur—Won by W. L. Snider, St. Louis (70 yards); Henry C. Wittman, Lincoln, Neb. (70 yards), second; Teddy Billington, National A. C. Vailsburg, N. J. (scratch), third; A. F. Andrews, Indianapolis (40 yards), fourth. Time, 1:02 4-5.

One-third mile N. C. A. circuit championship, professional—Won by W. S. Fenn (Pierce team); Frank L. Kramer (Pierce team), second; Menus Bedell (Reading Standard team), third; Floyd Krebs (Tribune team), fourth. Time, 0:43 2-5.

One-mile handicap, professional—Won by Floyd Krebs, Tribune team (50 yards); Frank J. Cadwell, Rambler team (40 yards), second; John Bedell, Reading Standard team (20 yards), third; E. F. Root, Columbia team (40 yards), fourth. Time, 2:17 2-5.

One-mile consolation, professional—Won by J. B. Bowler (Tribune team); G. H. Collett (Rambler team), second; Joseph Fogler (Tribune team), third; F. H. Scheps (Rambler team), fourth. Time, 2:13 3-5.

#### Glung First in Fast Pack.

The sixth annual invitation century run of the Century Road Club Association last Sunday attracted more than two hundred riders. One hundred and twenty-one wheelmen left Bedford Rest at 6:30 o'clock, and were followed by the fast division at 8:15 a. m. The course was to Hicksville, Long Island, and return by way of the Eastern Parkway and Coney Island. The regular division finished at 5:15 p. m., and the fast division fifteen minutes later.

George Glung, of the Century Road Club Association, captured the first prize, offered for the first man of the fast division to finish, and the other three prizes were won by Frank D. Morin, of the Century Road Club Association; Frank Bassany, of the Roy Wheelmen, and Carl Gsang, of the Century Road Club Association, in the order named.

The wind was strong, and punctures were frequent. A. V. Rose, the one-armed messenger boy, had five punctures, and had to walk the last two miles of the run. D. H. Lodge was chief pacemaker of the regular division, and H. F. Dreyer, assistant. C. B. Rush was chief pacemaker of the fast division, and William Wilkes and P. Wollenschlager assistants.



## CHAMPIONS BEATEN

**Both Kramer and Hurley Lose at St. Louis**

**—Fenn Wins Mile Championship—**

**“Ringer” in Unmasked.**

St. Louis, Aug. 3.—The second day's racing on the Exposition's flat-cinder track, with its almost square corners, had but one fall to its discredit, and, to quote a professional, “He was only an amateur and had a license to fall.” The luckless rider was J. Nash McCrea, one of the best of amateur riders, of Springfield, Ill. He claimed that another rider had fouled him, in the mile handicap, but as the protested rider had won nothing, no sentence was imposed, though he was warned by the referee.

To borrow a phrase from the horsemen, “it was a bad day for the favorites.” Kramer finished last in the final heat of the one-mile N. C. A. circuit championship event, and Hurley was third in the two-mile race, though he won the quarter-mile event. But both of the champions were undone more through the treacherous surface of the track than by the superior speed or generalship of their opponents. It may be, however, that Kramer would not have been able to defeat his team mate, Fenn, but he surely would have finished second but for a mishap which for a wonder failed to throw the Jerseyman.

Root, Fenn, Bowler and Kramer had each won their trial heats and disposed of the others in the semi-finals, and started in the deciding heat of the one-mile circuit race. Kramer and Fenn teamed as a matter of course, and Root and Bowler also combined. Bowler went to the front at the start, with Root trailing, Kramer following Root and Fenn trailing. Fenn “got busy” just before the bell lap, and took the second two dollar lap prize from Bowler by less than a foot. Kramer went on after his team mate, and they led around the first turn. On the back stretch, Bowler essayed to pace Root past Kramer, but Fenn was too fast for him. Root seemed to think his task a hopeless one, and so he sat up on the last turn, while Bowler kept on after the two leaders. Fenn had a slight lead into the home stretch, where Kramer tried to pass him on the outside and take the lead. As Kramer tried to straighten up for the sprint to the tape his chain jumped from the sprocket and his rear tire punctured and then rolled off the rim. Bowler tried harder than ever when he saw why Kramer had slowed up, but Fenn still had a lead of five lengths, as he crossed the line. Root had been sort of “touring” along, and did not discover the plight of the champion for a few seconds after it happened. When he did, he rode desperately, and just managed to get over the line before the disgusted rider from East Orange. When the accident happened, Kramer jerked his machine over near the outside fence so as to be out of the track of Bowler and Root, but had to continue coasting, as his feet were tightly

strapped to the pedals. It was quite a feat of trick riding, and he covered nearly one hundred yards after the accident before he was able to stop his machine, which he finally did by grabbing the fence.

The winner of yesterday's novice race, “W. L. Snider,” to-day turned out to be a youth from Brooklyn who is generally known as A. L. G. Frith. It is said that the young man has several prizes to his credit; but he will never have an opportunity to show a Louisiana Purchase Exposition medal to his friends, as the prizes were held up yesterday pending an inquiry into the youth's antecedents. He was somewhat inclined to bluster at noon to-day, but gradually assumed a more penitent air, and finally almost owned up that he was a “ringer.” James Moran occupied a seat on the “Mourners' Bench” as one of the judges called the beautiful pine board resting place of the officials to-day, as he was very sick last night. The “Chelsea Milkman” hoped, however, to be able to race to-morrow.

Hurley took the quarter-mile amateur national championship in quite his usual faultless style. He had as opponents in the final Downing, Goerke and Billington. The New York Athletic Club rider took the lead as soon as the race was started, and was never headed. Billington was last as the last turn was reached, but he sprinted past Goerke and Downing as they swung into the stretch. Hurley soon drew away from Billington and Downing was towed past Billington into second place. Hurley was a length and a half ahead of Downing, who had half a wheel lead over Billington.

The two-mile amateur national championship was run in one heat, thirteen lining up for the start. Downing and Billington trailed Hurley from the start, with Goerke at their heels most of the time. Schlee, of the National Turn Verein, Newark, stayed near the extreme rear of the line, as he usually does at Vailsburg. Hurley led at the bell, with Downing, Billington and Goerke strung out behind him. Schlee tried to get up on the back stretch, but could not get through on the crowded track. Hurley's machine slipped as he entered the home stretch, and both Downing and Goerke passed him before he could get straightened out. Goerke pressed Downing very hard, but the Californian won by four feet. Hurley rode hard as soon as he straightened out again, and defeated Billington for third by a length.

John Bedell, Krebs, Root, Fogler, Dorlon, Scheps, Jacobson and Sanderson, of Memphis, Tenn., qualified for the final heat of the one-mile professional handicap, and they bunched in the first lap. Root tried to lead during the last half-mile, but John Bedell took first prize from him by two inches. About the same distance separated Dorlon from Krebs for third. The one-mile professional consolation was a tale of punctured tires. The rear tire on Jacobson's wheel went up as he was mounting for the start, so he borrowed a Racycle with an 84 gear from J. Nash McCrea, the amateur from Springfield, Ill. McFarland's tire went up

in the first lap, and so did one under Jacobson on the last lap. Cadwell won from Menus Bedell by the width of a tire, and Collett was a close third. As he was the only other contestant left in the race, Jacobson finished the mile, holding the tire in one hand, so it would not become entangled with the front wheel.

The attendance to-day was such that, if it had been at a track where the same amount of money was hung up, the promoter would have been tempted to fill out bankruptcy papers as quickly as he could get to a lawyer's office. Monte Scott, the old road and track rider, was one of the few spectators.

Summaries:

Quarter-mile amateur national championship: First heat—Won by Teddy Billington, National A. C., Vailsburg; Frank Bizzoni, St. Louis, second. Time, 0:36. Second heat—Won by M. L. Hurley, N. Y. A. C.; Frank Montaldi, St. Louis, second. Time, 0:35 3-5. Third heat—Won by Oscar Goerke, National A. C., Brooklyn; A. F. Andrews, Indianapolis, second. Time, 0:34 4-5. Fourth heat—Won by Burton Downing, Garden City W., San Jose, Cal.; H. C. Wittman, Lincoln, Neb., second. Time, 0:35 1-5. First semi-final—Won by Hurley; Billington, second. Time, 0:34 4-5. Second semi-final—Won by Goerke; Downing, second. Time, 0:33 2-5.

Final heat—Won by Hurley; Downing, second; Billington, third; Goerke, fourth. Time, 0:31 4-5.

Two-mile amateur national championship (one heat)—Won by Burton Downing, Garden City W., San Jose, Cal.; Oscar Goerke, National A. C., Brooklyn; second; M. L. Hurley, N. Y. A. C., third; Teddy Billington, National A. C., fourth. Time, 4:57 4-5; first mile, 2:37 4-5.

One-mile amateur handicap—Won by Oscar Goerke, National A. C., Brooklyn (20 yards); Henry C. Wittman, Lincoln, Neb. (90 yards), second; Fred Grinham, St. Louis (100 yards), third; Samuel La Voice, Syracuse, N. Y. (80 yards), fourth. Time, 2:13.

One-mile N. C. A. circuit championship—Won by W. S. Fenn, Pierce team; J. B. Bowler, Tribune team, second; E. F. Root, Columbia team, third; Frank L. Kramer, Pierce team, fourth. Time, 2:32 2-5.

One-mile handicap, professional—Won by John Bedell, Reading Standard team (20 yards); E. F. Root, Columbia team (40 yards), second; Oliver Dorlon, Columbia team (60 yards), third; Floyd Krebs, Tribune team (30 yards), fourth. Time, 2:07 3-5.

One-mile consolation scratch, professional—Won by Frank J. Cadwell, Rambler team; Menus Bedell, Reading Standard team, second; G. H. Collett, Rambler team, third; J. P. Jacobson, Rambler team, fourth. Time, 2:19. Lap prizes, Jacobson, 2.

### Rain at St. Louis Thursday.

St. Louis, Aug. 4.—Rain prevented the continuation of the races to-day. They will be called to-morrow morning at 10 o'clock, in order to permit the riders to compete at Vailsburg on Sunday.



## LEMBURG WINS A PIANO

**Californian Wins Big Amateur Event from Biggest Field Seen in Years.**

A fair-sized crowd of people assembled at Manhattan Beach last Sunday to witness a card mediocre in character and meagre in extent. They were rewarded by the sight of two hard fought and interesting races, one of which, the twenty-mile open amateur, evoked much applause and some little excitement.

It was an amateur day, the professionals being at Vailsburg, and the management strove to make up in quantity for what was lacking in quality. A twenty-mile race for a \$200 upright piano was the featured event, and, although there were but forty-five starters in place of the one hundred or more expected, it provided interest a-plenty. Lemberg, the elongated Californian, finished in first place, but only by a narrow margin, and after a herculean struggle, in which at one time he looked to be quite out of the running. An unlimited (Australian) pursuit race and a one-third mile novice race comprised the remainder of the meagre programme.

The scramble for the debutants was unproductive of startling features. William Wing, an added starter and a mere youngster, won it rather easily in 44 seconds, the remainder of the field being strung out clear to the turn.

Seven teams appeared on the track to contest in the Australian pursuit race, one of them, however, the Calumet Cyclers, being represented by a lone contestant, to wit, the once soiled but now spotless "Major" Dove. The latter had the position at the tape, while the other six teams were stationed 84 yards apart, thus encircling the track. Dove started off with a rush, and caught and put out the team in front of him, then slackened and finally dropped out altogether. The Bay View Wheelmen appeared to be likely winners almost at the beginning; they worked as a team, riding at an even gait, changing pace at every half lap and forging steadily to the front. The Yale, the Tiger, the Calumet and the C. R. C. A. teams were soon caught and forced out, but Oscar Goerke, of the National Athletic Club, and Schaub and Lee, of the Century Road Club, put up a game fight, the latter finally succumbing at 71-6 miles, leaving the Bay Views deserving winners.

The new plan of dividing long distance races into sections or squads, thus making them time handicaps, was followed in the case of the twenty-mile race. There were eight squads, starting at six second intervals. The last division was composed of Lemberg, Lee, Schaub and a few post entrants. A strong wind was blowing straight from the ocean, which, meeting the riders at the start, aided the back markers to such an

extent that they kept within hailing distance of the leaders, and before a mile was gone all the riders were in a bunch, for one hundred yards or more around the track. The generous provision for lap prizes—there being three of them, the first a Rambler racing bicycle—kept the bunch going at a lively gait, with fierce "scraps" for the laps. Rockowitz early assumed a lead in this respect, finishing first over the tape with almost monotonous regularity, and finally getting a lead in laps that was never cut down.

The fast work, together with a number of minor spells and retirements, cut the contestants down to less than a dozen, when two-thirds of the distance had been ridden. Then the Century Road Club team, Mock and Kopsky, forged to the front in the contest for lap prizes, and, owing to the carelessness of the bunch, got a lead of about half a lap. They held this so long that it looked for a time as if they would be able to stall off all efforts to overtake them; but at last a concerted effort by Lemberg, Lee and Rockowitz enabled them to close the gap, when there were still a few laps to go. In the final sprint Lemberg was driven hard by Lee, winning only by a narrow margin, while Rockowitz, Mock (who rode a chainless machine) and Kopsky were close up in that order. The last three men also captured the lap prizes.

The summary:

One-third mile novice race—Won by William Wing, New York City; G. A. Reed, Brooklyn, N. Y., second; W. L. Miller, Brooklyn, N. Y., third. Time, 0:44.

Unlimited team pursuit race—Won by Bay View Wheelmen, Newark, N. J., team composed of H. Mackay, Edward Ruprecht and Floyd Poole; Century Road Club Association, team composed of Oscar Schaub, Brooklyn, W. R. Lee, New York City, and J. M. Eiffler, Brooklyn, N. Y., second; National Athletic Club, Brooklyn, N. Y., team composed of Oscar Goerke, H. L. Cranston and L. Wentz, third. Distance, 71-6 miles; time, 16:53.

Twenty-mile amateur handicap—Won by Carl Lemberg, San Jose, Cal. (scratch); W. R. Lee, Century Road Club Association, New York City (scratch), second; Joseph Rockowitz, New York City (12 seconds), third; Charles Mock, Century Road Club of America, New York City (6 seconds), fourth; Joseph Kopsky, Century Road Club of America, New York City (6 seconds), fifth. First lap prize won by Rockowitz, second by Kopsky, third by Mock. Time, 52:21.

### Turgeon Leaves the N. C. A.

N. E. Turgeon, the Buffalo representative of the National Cycling Association, on July 29 sent in his resignation to Chairman Kelsey of the board of control. For sixteen years Turgeon has been actively interested in bicycle racing, and "while as enthusiastic as ever," he pleads that "existing conditions will not permit him to further actively participate in its promotion."

## KRAMER'S RECORD LOWERED

**Samuelson Sets up New Two Mile Figures at Salt Lake—Good Motorcycle Race.**

Record breaking, an exciting motorcycle race, clever pace following and hard fought finishes combined to make the most interesting programme that has been given at Salt Lake City this season, on July 29. The large crowd present gave W. E. Samuelson an ovation when he broke the record in the two-mile handicap. He rode the distance in 3:55 4-5. The former record was 3:59 4-5, held by Frank Kramer. Hopper was a close second, Achorn third and Downing fourth.

The most exciting event of the evening was the five-mile motorcycle race. E. Heagren's machine refused to run, but the other three machines furnished interesting sport. T. Samuelson and Earl Staley had it out in hammer and tongs fashion, never more than a wheel length apart, and for three miles the men led alternately on the laps. Finally Samuelson was able to open up a lead, and finished almost a lap ahead of Staley in 6:51. Chapman was third.

Hardy Downing made a runaway race of his match with John Chapman. Chapman's motor could not furnish the necessary pace, and Downing won as he pleased, covering the ten miles at an average of 1:31 and a fraction.

Iver Redman made one of the prettiest rides of the year in the three-mile amateur event. Four laps from the tape Redman jumped to the front and rode like a fiend. The others were unable to overtake him, and he finished a good first, with his brother, Carl, hanging on his rear wheel. Heagren was third and Agraz fourth. Time, 6:24 1-5.

Summaries:

Two-mile handicap, professional—Won by W. E. Samuelson; Hopper, second; Achorn, third, and Downing, fourth. Time, 3:55 4-5.

Five-mile motorcycle, free-for-all—Won by T. Samuelson; Earl Staley, second, and John Chapman, third. Time, 6:57.

Ten-mile motor paced, professional—Won by Hardy Downing; John Chapman, second,

Three-mile amateur—Won by Iver Redman; Carl Redman, second; Heagren, third, and Agraz, fourth. Time, 6:24 1-5.

### Ceases Sunday Racing.

Vailsburg has finally seen the light, and the attempt to build up a paying patronage at Manhattan Beach at the expense of the New Jersey track has been abandoned. Hereafter the weekly meet at the beach will be held on Saturday afternoons, leaving the Sunday racing in undisputed control of Vailsburg and giving the "old reliables" of the latter place the cream of both professional and amateur racing. The first race under the new arrangement takes place to-day at Manhattan Beach, where a mixed programme will be run off.



## CLEVELAND WARMS UP

## Holds First Track Meet in Years—Syracuse Visitor Proves a Surprise Party.

For the first time in several years Cleveland, Ohio, witnessed a bicycle race meet on Saturday last. It occurred at Rockefeller Park, and brought out a great crowd, and, as has been the case with so many cycling events this season, quite a number of old-timers put in an appearance.

The track is a one and one-half-mile circuit, and oval shaped, and while the spectators could see the riders only at the finish, a deal of enthusiasm and interest was displayed.

Nine events were on the card for the afternoon, but the greatest interest was centered in the motorcycle races. A handicap race was arranged, and this proved far more exciting than the open event, for the riders were more closely bunched. It was the first real motorcycle race ever witnessed in Cleveland. John Sobo, on an Indian, showed how to get the most speed out of a motorcycle. After getting his machine well under way, he placed his body over the handle bars and rested his feet on the saddle. In this way he cut through the strong breeze and won the first race with ease. A broken chain spoiled his chances of winning the handicap event just after he caught up to the leaders. He was the only scratch man, but had not covered the first lap when his chain broke. C. R. Cannon, on an Indian, won the race with a fifty-yard handicap.

Sam Lavois, of Syracuse, N. Y., won most of the events. He was on his way to St. Louis to compete in the races of that city when he heard of the meet in Cleveland. He made a stop over to participate, but the railroad officials refused to allow him to take his bicycles, as they had been ticketed through to St. Louis. He tried to borrow machines from the different dealers, but was refused at every place. He went out to the course and rode in the first event on a dilapidated machine, but a puncture put him out of the race. In the open handicap of three miles, he started from scratch on a boy's machine, and won the race with such ease that the other riders started to protest him, but as his entry had been officially received nothing could be done. He had the open handicap, four and one-half miles, at his mercy until a puncture on the second lap put him out of the race. He picked up another machine on the road and finished fifth, getting the last prize. In the one and one-half-mile open there were but three starters, Lavois scaring them all out. He won this with the greatest ease.

W. A. ("Pop") Skinkle had his old position as referee, and among the other officials were Alexander Winton, C. B. Shanks, E. A. ("Ned") Broadwell, of the Fisk Rubber Co.; Charles E. Weaver, of the Kelly Handle Bar

Co., and Otis Cook, of the B. F. Goodrich Co. Summaries:

One and one-half miles—George Heppes, Cleveland, first; Gail Crawford, second; James Crawford, third. Time, 3:45 1-5.

One and one-half miles (for boys under twelve years of age)—W. Shultz, first; Roy Booth, second; P. Guthries, third. Time, 4:31 2-5.

Open handicap, three miles—Sam Lavois, Syracuse (scratch), first; George Heppes, (scratch), second; G. Crawford (50 yards), third; R. C. Snow, Brooklyn (100 yards), fourth; J. Crawford (50 yards), fifth. Time, 7:35 4-5.

One and one-half miles (for sixteen-year-old boys)—C. Whiteman, first; J. D. Gomer,

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second; D. Snow, Brooklyn, third. Time, 4:03.

Open handicap for motorcycles; four and one-half miles—C. R. Cannon (Indian), Cleveland (50 yards), first; Frank Adams (Marsh), Cleveland (100 yards), second; A. H. Buschott, Cleveland (250 yards), third. Time, 8:49.

Open handicap, four and one-half miles—Gail Crawford (100 yards), first; W. J. Worden (100 yards), second; Frank Adams (100 yards), third; R. C. Snow (150 yards), fourth; Sam Lavois (scratch), fifth. Time, 11:42 2-5.

Motorcycle, three miles—John Sobo (Indian), Cleveland, first; C. R. Cannon (Indian), Cleveland, second; Frank Adams (Indian), Cleveland, second; Frank Adams (Marsh), Cleveland, second.

One and one-half-mile dash—Sam Lavois, first; Heppes, second; W. J. Worden, third. Time, 4:44 3-5.

Cyclists of Portland, Ore., must not ride on sidewalks, even in the residence districts. The chief of police of that city has issued an order to that effect, and says all wheelmen using the sidewalks will be arrested.

## ROUSING RELAY RACES

## California Clubs Again Engage in that Most Stimulating Form of Rivalry.

By the very narrowest margin R. Williamson retained the silver trophy for the Oakland Wheelmen in the second annual triangular fifty-mile interclub relay race at Oakland, Cal., on July 24. Down the last quarter-mile of the course Williamson and H. Trout, of the New Century Wheelmen, rode neck and neck, but a few feet from the finish Williamson managed to forge a few inches ahead and crossed the line first. Eldridge, of the California Cycling Club, finished third.

The course was over the San Leandro triangle, six relays of eight and one-third miles each. All three riders finished together at the end of the first relay. In the second relay the California club rider was left behind. From that time on the race was a close and hard fought duel between the Oakland Wheelmen and the New Century Wheelmen.

Preceding the fifty-mile relay race a forty-mile relay race between teams from the Golden Gate Wheelmen and the Central City Wheelmen was run over the same course. The Golden Gate Wheelmen won by a margin of 1 minute and 13 seconds.

An unfortunate accident spoiled the chances of the Central City Wheelmen in the third relay. G. W. Gustafson, their rider, missed the package at the start of his relay, and was delayed one minute and thirteen seconds in regaining it—just the margin by which his club was beaten. At that Gustafson rode a remarkable race. Although delayed at the start as he was, he rode the fastest relay of the race, and won the medal given by his club for doing so. The race by relays resulted as follows:

Second annual triangular relay race:

First relay—A. Carl, C. C. C., 26:25; H. Strohlein, N. C. W., 26:27; E. Holden, O. W., 26:29.

Second heat—H. Hancock, O. W., 23:05; H. McWhirter, N. C. W., 23:05; M. Ringrove, C. C. C., 24:05.

Third heat—F. Bell, C. C. C., 23:39; D. Mainland, N. C. W., 24:18; A. T. Smith, O. W., 24:20.

Fourth relay—B. Elliott, C. C. C., 23:45; A. Wilkes, N. C. W., 21:59; P. Mourour, O. W., 21:57.

Fifth relay—C. W. Smith, C. C. C., 23:10; J. S. Schou, N. C. W., 23:01; C. Nelson, O. W., 23:00.

Sixth relay—R. Williamson, O. W., 28:45; H. Trout, N. C. W., 28:45 1-5; D. D. Eldridge, C. C. C., 26:18.

Total time of race, 2 hours 26 minutes.

Forty-mile relay race:

First relay—F. Rigo, G. G. W., 26:47; J. Wormuth, C. C. W., 26:52.

Second relay—L. Robin, G. G. W., 25:33; B. Williams, C. C. W., 26:40.

Third relay—E. Misener, G. G. W., 23:44; G. W. Gustafson, C. C. W., 23:55.

Fourth relay—F. Chaddock, G. G. W., 24:13; H. Ing, C. C. W., 24:27.

Fifth relay—W. Alexander, G. G. W., 24:39; G. McGrath, C. C. W., 24:20.



## ROOT CROWDS KRAMER

**Helped by McFarland, He Gives the Champion a close Rub at Vailsburg.**

From recent performances of the weather it would appear that the Vailsburg track manager has mislaid the rabbit's foot which served him so well that no postponements were necessary until the races for July 10 had to be run the following Saturday. Since then the races scheduled for July 24 had to be called off, and last Sunday rain again came down, though it was the spectators and the riders who suffered instead of the track management. Last Sunday the five-mile N. C. A. circuit championship, the quarter-mile open amateur and the novice race had been run, and the five thousand spectators were being entertained by Voss's 1st Regiment Band when the downpour arrived. It was no trifling shower of a few seconds, but an earnest rain of half an hour that soaked the track so that further contests were impossible for the day.

The five-mile circuit championship was again a repetition of "the same old story" that has been told, with variations, after all of the six championships that had been run this year—"Kramer won." But last Sunday the three times champion did not have the easy romp which has been provided for him so often this year, for the author of that well known work, "How to Beat Kramer," was among those present, with a new partner in tow, Root, of Boston. Ever since Root ran Hurley to a tie in the amateur championships, two years ago, racing men and followers of the game have predicted that the Bostonian would some day prove a worthy opponent of Kramer. Speed he has in plenty, but he has lacked judgment and a fast, heady team mate. With McFarland as a team mate, Root has the originator of teaming as a tutor as well as one of the very highest class performers ever seen in this country.

Kramer, however, is also a graduate of the McFarland "School of Applied Teamwork," and had speed enough last Sunday to defeat the united efforts of the Californian and the Bostonian, though his victory was won by the smallest margin of any in a championship this year. The victory was certainly a very popular one, judging by the applause from the grandstand and bleachers, and Kramer rode around the track once after finishing the race in quite the most approved European fashion.

The twenty-six starters were lined up in three rows, Scheps being the only notable absentee. Fenn, Kramer, McFarland, John Bedell and Menus Bedell were the honor men in the third row. Hadfield was one of the second row, as his suspension had just been raised. Benfer led as the pistol shot denoted the end of the first mile, being followed by Cadwell, Bardgett and Fenn. The latter just went away from the others and

won the special prize of \$10 by four lengths from Bardgett. Fenn led at the gun in the second mile, but the Tom Butler-Glasson and Cadwell-Bardgett combinations both wanted the \$10. Glasson proved the better cycling "tugboat," and Tom Butler took the \$10 from Fenn by two lengths. Bardgett was in second position when Kastendieck won the third lap of the third mile, and the Buffalo rider jumped the field and captured the third \$10 prize by about fifty yards. The prize for the fourth mile was only \$5, but Fogler started to pace Dorlon so the Coney Islander could win it, and then felt so good at the end of his quarter-mile sprint that he kept on and took it himself from Dorlon by a length and a half.

At the beginning of the fifth mile Dorlon started out to make a runaway of the race, with the five points it carried in the championship table, McFarland in the mean while doing a most artistic job of "flagging." Dorlon did win all three of the lap prizes in the last mile, but John Bedell woke up half a mile from home and started in pursuit of Dorlon. At the bell the order behind Dorlon was McFarland, Root, Fenn, Kramer and Cadwell, with the Bedell brothers back in the bunch playing for Kramer's rear wheel. McFarland began to sprint as soon as the tape was crossed, and Fenn was momentarily shaken off, though he jumped after the pair and was at Root's heels again before the backstretch was reached. Kramer became mixed up in the shuffle on the turn, and was five lengths back of Root as he turned into the backstretch. McFarland set a very fast pace until the middle of the last turn, where Root rode around him into the lead. Kramer overhauled him as he swung into the straight, and the pair fought it out to the tape, Kramer crossing the line about two feet in the lead. Fenn seemed to think he had third place "cinched," but Cadwell went through on the pole and took third by less than six inches.

Most of the good amateurs, so far as speed is concerned, were at Manhattan Beach trying to win a grand piano, and Billington won the quarter-mile open from Sherwood by four feet, after winning his trial heat by six lengths. Fred Ernst, of Rochester, who refused to accept banishment from the amateur ranks, qualified in his heat, but was too slow off the mark in the final to cut any figure. Embleton, of Westfield, defeated Ashurst for third by a foot. Summaries:

Half-mile novice—Won by Albert Triebel, Newark; J. G. P. Kennedy, Red Bank, second; Charles Wright, Newark, third. Time, 1:09 3-5.

Quarter-mile open, amateur—Won by Teddy Billington, National A. C.; Vailsburg; C. A. Sherwood, Pellet team, New York, second; Charles G. Embleton, Westfield, third; Alfred Ashurst, Newark, fourth. Time, 0:32 1-5.

Five-mile N. C. A. circuit championship—Won by Frank L. Kramer (Pierce team); E. F. Root (Columbia team), second; Frank J. Cadwell (Rambler team), third; W. S. Fenn (Pierce team), fourth. Time, 11:07 2-5. Winner first mile, Fenn, time 2:10 4-5; second mile Tom Butler, time 4:24 2-5; third mile Bardgett, time 6:42; fourth mile Fogler, time 8:48 2-5. Lap prize winners: Guery, 3; Dorlon, 3; Benfer, 2; Tom Butler, 2; G. I. Kreamer, 1; Kastendieck, 1; Fenn, 1; Fogler, 1; and Bardgett, 1.

## VICTORY FOR MCLEAN

**He Once More Defeats Butler, Stinson and Mettling at Revere Beach.**

Those old rivals, whose meetings are now almost weekly affairs—Hugh MacLean, Nat Butler, Stinson and Mettling—again came together in a twenty-five-mile paced race at the Revere Beach track, Boston, on Saturday night last, and as latterly has been the case with Moran out of the way, MacLean won, and won with plenty to spare.

His motor bothered him early in the race when he was riding strong, and he lost half a lap. Turville, his pacemaker, however, adjusted things, and he not only regained his lost distance, but also put two and one-third laps more to his credit over Nat Butler, who finished second.

Stinson was third, several laps behind Butler, but at that he was three-quarters of a mile ahead of Mettling, who finished fourth. McLean's time for the distance was 37:29.

### LEADER AND TIMES.

| M. Leader.     | M.S.      |
|----------------|-----------|
| 1—Butler.....  | 1:26      |
| 2—Butler.....  | 2:55 1/2  |
| 3—Butler.....  | 4:21 1/2  |
| 4—Butler.....  | 5:49 1/2  |
| 5—Butler.....  | 7:16 1/2  |
| 6—Butler.....  | 8:44 1/2  |
| 7—Butler.....  | 10:13 1/2 |
| 8—Butler.....  | 11:45 3/4 |
| 9—Butler.....  | 13:13     |
| 10—Butler..... | 14:43     |
| 11—Butler..... | 16:13 1/2 |
| 12—Butler..... | 17:45     |
| 13—Butler..... | 19:17 1/2 |
| 14—Butler..... | 20:50 1/2 |
| 15—McLean..... | 22:22     |
| 16—McLean..... | 23:48 1/2 |
| 17—McLean..... | 25:18     |
| 18—McLean..... | 26:51     |
| 19—McLean..... | 28:28 1/2 |
| 20—McLean..... | 30:00     |
| 21—McLean..... | 32:26     |
| 22—McLean..... | 33:56 1/2 |
| 23—McLean..... | 34:27 1/2 |
| 24—McLean..... | 35:56 1/2 |
| 25—McLean..... | 37:29     |

The tandem race was not up to standard, for the Dow and Collins team were forced to ride after the first lap with punctured tires. The event was won by Logan and McKinnon, with Giles and Connolly second and Downey and Urquhart third. Time, 2:28.

In the ten-mile open there were nineteen starters. The first mile prize was won by Urquhart. Logan took the second and D. Connolly the third. In a hard fight with Logan, McDonald carried off the fourth. Urquhart won the fifth, Holbrook the sixth, Coffey the seventh, Bussey the eighth and McDonald the ninth. At the gun for the last mile McDonald was leading, but Urquhart went up to pull Downey. At the three-quarters mark Logan jumped and, despite the strenuous efforts of Downey, Logan won by less than six inches. McKinnon was third. Time, 24:50 3-5. Logan was given the prize for the fourth mile on the ground that McDonald, the winner, rode him wide.

### Champion Comes to Life Again.

Since his return to France, Albert Champion, who while here was a pacer and pacemaker, has re-entered the lists as a sprint rider, and is doing well. He won the first two races in which he competed.



## RAIN AT SALT LAKE

### Stops Paced Race but Sprinters Supplied Interesting Sport—Speedy Novices.

An overcast sky kept the crowds away at the meet held at Salt Lake City on July 27, and when rain began falling in the ten-mile motor paced race between John Chapman and Hardy Downing the management was forced to postpone the event to the evening of July 29. Several events, however, had been already decided.

The first heat of the quarter-mile professional was won by Collett in a close finish from Saxon Williams. Hoffman took the second heat from Samuelson by a length, with Stevens close up in third position.

In the final Collett jumped into the lead at the start, but Samuelson came up from fourth position on the last lap and nosed Collett out on the tape in a heart-breaking finish. Hoffman was third and Hopper fourth. Stevens, William and Chapman fell on the lower turn of the last lap, but were none of them seriously hurt.

In the first heat of the one-mile handicap Samuelson had no difficulty in catching the bunch. He moved up to the head of the string at once, and maintained that position to the end, with Hollister second. In the second heat Collett also caught the bunch, but on the bell lap Downing jumped into the lead and won easily, with Collett trailing him. In the final Collett took Samuelson up to the bunch and past them, himself dropping back, but leaving Samuelson in a beautiful position. Hollister was in the lead at the bell lap, but Samuelson jumped past him and won easily. Downing made a great bid for second money, but Hollister swung high on the bank, letting Palmer and Hoffman through on the pole and throwing Downing up the bank. Hollister was disqualified.

The miss and out race for the amateurs provided some hard riding. It required fourteen laps to decide the event, and Iver Redman was the only man left in at the finish. Weiser fell in the middle of the bunch opposite the tape, but fortunately did not throw any one else.

The finish in the one-mile novice was almost a dead heat. Summaries:

Quarter-mile professional—Samuelson first, Collett second, Hoffman third and Hopper fourth. Time, 0:30.

One-mile novice race—Halliday first, B. J. Hardy second. Time, 2:12 4-5.

Miss-and-out race, amateur—Carl Redman, three laps; Iver Redman, four; Elswood, two; Castro, two, and Agraz, three. Time, 3:33 2-5. Distance, fourteen laps.

One-mile handicap, professional—Samuelson first, Palmer second, Hoffman third and Downing fourth. Time, 2:02 3-5.

### Crowd at Toledo Races.

The track meet held on the fair grounds at Toledo, Ohio, on Sunday last and promoted by the local cycle trade club attracted a large crowd, and a number of out of town competitors. Two of these, Brydon and Procknow, of Detroit, finished first and second, respectively, in the two open events on the programme. The fifty-mile motor bicycle race constituted a feature.

The summary:

Fifty-mile motorcycle—S. J. Clubbuck, Toledo (Yale), won; A. B. Coffman, second; John McLean, third. Time, 1:56:35.

One-mile novice—Colls, of Detroit, won; Noah Antram, second; Bert Crampman, third. Time, 2:23.

Two-mile handicap, open—Walter Brydon (scratch), Detroit, won; Louis Procknow (25 yards), Detroit, second; Sam. Lavois (scratch), Syracuse, N. Y., third. Time, 4:40 1-5.

One-mile Toledo championship—O. S. Hitchcock won; G. L. Swindeman, second; O. Hamilton, third. Time, 2:22. All of Toledo.

One-mile dealers'—J. H. Saelzier won; Parker, second; P. J. Marquardt, third. Time, 3:00. All of Toledo.

One-mile open—Walter Brydon won; Louis Procknow, second; O. Hamilton, third. Time, 2:19.

Ten-mile motorcycle race, open—J. Sabo, Cleveland (Indian), won; A. B. Coffman, Toledo, second; S. J. Chubbuck, Toledo, third. Time, 19:15.

### Bloomington, Ill. Road Race.

Notwithstanding the poor condition of the road, Charles A. Zweng broke the course record in the eight-mile road race held at Bloomington, Ill., on July 28. Zweng started from the two-minute mark and won both the first place and time prize in 24:28. Martin Carlson, with a handicap of one minute, took the second place and time prize, and J. Nash McCrea won third time prize from the three-minute mark.

Summary:

| Name.               | Handicap.     | Time. |
|---------------------|---------------|-------|
|                     | Min.          | M. S. |
| 1. C. A. Zweng..... | Two .....     | 24:28 |
| 2. Martin Carlson.. | One .....     | 25:40 |
| 3. Thomas Selders.. | Scratch ..... | 27:24 |
| 4. Anderson.....    | Scratch ..... | 27:25 |
| 5. Callahan.....    | One .....     | 27:32 |
| 6. C. Keiser.....   | Two .....     | 27:06 |
| 7. J. Nash McCrea.. | Three .....   | 26:20 |
| 8. Langfall.....    | Three .....   | 28:17 |

The events were promoted by the Bloomington Whelmen's Club of the Y. M. C. A., and were witnessed by a large, interested crowd. Instead of the twenty-mile road race scheduled for August 18, a one-mile, half mile and quarter-mile race will be held, and on Labor Day a twenty-mile road race from Lexington to Bloomington is planned.

With the view of extending sales among people with a regular although small income and little ready cash, a movement is on foot in English trade circles to form a company to deal exclusively with machines sold on the deferred payment (instalment) system.

## GRAND NEW RIDING DISTRICT

### Road Improvements in Westchester Form a Loop of 110 Miles.

In the days when there was more riding of the exploring sort than there is now, before cyclists had been so much pampered by macadam roads and cycle paths, Westchester County was a favorite touring ground for the city wheelmen who loved the truly rural and were willing to travel on dirt roads and over hills in order to enjoy it. As the city rider became more and more coddled, and the habit of seeking the smoothest and most level roads grew strong upon him, the rolling uplands of Westchester were less and less frequented by bicyclists. Beyond the limits of certain main travelled routes, to Rye, New Rochelle and White Plains, to Yonkers and Tarrytown, Westchester County is a country almost unknown to the great majority of New York City riders.

Few cyclists outside the natives are seen nowadays in the more northerly and easterly portions of this district adjoining the metropolis. Yet one could travel for hundreds of miles without finding a region more gloriously picturesque. Riders accustomed to the improved parkways and boulevards about the city might, perhaps, be pardoned for halting where the macadam ends and leaving the deeper parts of the country just above the Harlem River unexplored. But the situation has greatly changed in recent years. While improvements in the way of asphalt streets and macadam roads have been in progress within the city's precincts, the country districts adjoining have not been neglected.

Even as in The Bronx, the good work of road making has been going on in the remote parts of Westchester county, and it no longer should remain a terra incognita to the general run of riders. Under the Higbie-Armstrong law, providing for State aid, road building in the more rustic regions of the county has progressed rapidly, and many missing links of good macadam roads have been supplied to make continuous trips from place to place pleasantly possible. So many stretches of new State road have been built through Westchester, in fact, that there is now almost completed a sort of parallelogram, or loop, of good roads, on which riders will be able to tour through the finest sections of the country.

For the discovery of this new loop, that opens up a grand new field for riding, cyclists are indebted, as they are for many other things, to George C. Wheeler, city surveyor and chairman of the streets and roads committee of the Associated Cycling Clubs of New York. It was Mr. Wheeler who laid out the novel route for the "surprise half century" before mentioned, and it his map of the new loop that is used in connection with this article. The big loop is not as yet completed, but work on the unfinished por-



tion is progressing rapidly, and enough is now finished to afford a glorious trip for a Sunday or holiday.

The newly built highways lie north of Dobbs Ferry on the west, and north of White Plains on the east. They wind over lofty hills, on gentle grades, through beautiful villages, abounding with historic interest; through well kept estates in placid valleys, between rugged, embattling hills; alongside rushing brooks and glistening lakes. No roads near by New York can be found where there is so much beautiful scenery and such a variation. This riding territory may, indeed, be called a bicycling paradise.

A round trip of about ninety miles can be made from the Fifty-ninth street circle, at Central Park, all, with the exception of four miles, over perfect roads, yet without going over the same ground twice. To do this one should ride up Eighth avenue and over Central Bridge, thence by way of Jerome avenue to Fordham. From here there is a choice of routes, as may be seen by referring to the accompanying map, of either going through Mount Vernon, by way of Lincoln Park, or taking the level road along the Sound, through Bartow, Pelham and New Rochelle.

After turning west from New Rochelle to the White Plains road, and thence to that beautiful, historic village the road is as perfect as can be. The grades are easy to ride, and some fine coasting may be enjoyed. Continuing north from White Plains, the country gradually becomes wilder, more rugged and more beautiful. The road winds in between the lofty hills in serpentine fashion, skirts Kensico and Wampus lakes, and finally there is a coast into New Castle. Between Kensico and New Castle the scenery is enchanting. Wampus Lake, with a mirrorlike surface, reflecting the towering wooded hills that border its shores, is of itself a magnificent picture. Leaving New Castle and turning westward, the State road is departed from, and the four miles to Pine Bridge is over a road with a sandy surface; good side-paths, however, afford firm wheeling. Several rather steep hills are encountered, but as they are short they offer little inconvenience. Some precautions should be exercised, however, in coasting them. The hill leading down into Pine Bridge is rough and has some ruts, and the bicycle should be kept well under control in riding down. At Pine Bridge a turn southward is made, and several forks in the road are liable to be

misleading. Signposts are in some places, but they are not of much service at this point. The proper road to take makes a large, double, S-like curve and has a railing along it for almost a quarter-mile. Soon the State road is encountered again, and there is a steady, though not difficult, climb around the hills all the way to Millwood. From here the road makes graceful turns, through parklike country, and continuing through the beautiful village of Briarcliff Manor and those of East View, Elmsford, Ardsley, Dobbs Ferry and Yonkers, the run can be made back to the city by way of Riverdale avenue and Boulevard Lafayette. Should a rider care to make an overnight trip of it, he can easily do so between Saturday afternoon and Sunday evening. Fair accommodations can be had at nearly all of the villages and towns passed through.

The tour as outlined may be easily modified or extended. Thus, at New Castle, a fair road runs by way of Chappaqua to Pleasantville, where the State road is connected with, one fork leading to Briarcliff Manor and the other to Hawthorne and East View.

Between Ardsley and Yonkers there is a choice of two good routes. One is over the Sawmill River Road, by way of Nepera Park, and the other is the river route, by way of Dobbs Ferry and Hastings. At Hastings, Warburton avenue may be taken through Yonkers, or Broadway taken, which runs over a ridge and is somewhat hilly.

From Pine Bridge the tour may be extended northward to Baldwin Place, 11.5 miles, or to Mahopac Lake, 15 miles. Leaving Pine Bridge, the road is in process of construction for about a mile, but is rideable. Shortly after passing the Croton Lake railroad station a turn to the right is made, and the road is up grade to Yorktown Heights. Between Yorktown Heights and Amawalk the road is on the ridge of the hills and nearly level; then it leads up grade again to Baldwin Place. Three and one-half miles of good dirt road connect Baldwin Place with Lake Mahopac.

From New Castle to Bedford, five and one-half miles, a new road has been completed. The stretch between Bedford and Salem Centre and that between the latter place and Sommers is in process of construction. These unfinished portions will complete a loop leading through a very rugged and picturesque country, and when completed it will make possible a round trip of about 115 miles, without going over the same ground twice.

A table giving the distances between the various places is printed herewith for guidance.

| Points en route.                  | Bet. points. | Total from Start. | Total from start. | Route.                                                                                |
|-----------------------------------|--------------|-------------------|-------------------|---------------------------------------------------------------------------------------|
| Fifty-ninth st. and Fifth ave..   | —            | —                 | 88.7              |                                                                                       |
| Central Bridge.....               | 7            | 7                 | 81.7              |                                                                                       |
| New Rochellele.....               | 12.4         | 19.4              | 69.3              | Fifth ave. to 125th st to Seventh ave.                                                |
| White Plains.....                 | 10.5         | 29.9              | 58.8              | Jerome ave, Fordham, Pelham.                                                          |
| Kensico .....                     | 3.5          | 33.4              | 55.3              | Via White Plains Road.                                                                |
| Armonk .....                      | 5.8          | 39.2              | 49.5              | Via State Road.                                                                       |
| New Castle.....                   | 6.0          | 45.2              | 43.5              | Via State Road.                                                                       |
| Mount Kisco.....                  | 2.1          | 47.3              | 41.4              |                                                                                       |
| Pine Bridge.....                  | 1.8          | 49.1              | 39.6              |                                                                                       |
| Millwood .....                    | 3.0          | 52.1              | 36.6              | Via State Road.                                                                       |
| Briarcliff Manor.....             | 3.6          | 55.7              | 33.0              | Via State Road.                                                                       |
| East View.....                    | 6.0          | 61.7              | 27.0              | Via State Road.                                                                       |
| Elmsford .....                    | 2.0          | 63.7              | 25.0              | Via State Road.                                                                       |
| Ardsley .....                     | 4.0          | 67.7              | 21.0              | Via State Road.                                                                       |
| Dobbs Ferry.....                  | 2.5          | 70.2              | 18.5              | Via State Road.                                                                       |
| Yonkers .....                     | 4.0          | 74.2              | 14.5              | Via Broadway and Warburton ave.                                                       |
| Kingsbridge .....                 | 4.5          | 78.7              | 10.0              | Via Riverdale ave and West 230th st.                                                  |
| One Hundred and Fifty-fifth st... | 4.0          | 82.7              | 6.0               | Via Broadway and Boulevard Lafayette.                                                 |
| Fifty-ninth st and Fifth ave....  | 6.0          | 88.7              | —                 | Via Amsterdam ave., Hamilton Place, 135th st.,<br>Riverside Drive, 72d st., Broadway. |

# INDIAN

## "SCALPS"



1904 Endurance Contest.

1903 Endurance Contest.

1902 Endurance Contest.

1904 Buffalo Road Race.

1904 New York Hill Climb.

These are practically all the road events that have been held; and they all tell you that it is the road test that counts.

## ON THE TRACK

the Indian has won more prizes than all other motorcycles combined.

## IN EVERY DAY USE

the Indian has won the good words and good will of its users by its consistently good work.

## ASK INDIAN RIDERS.

Meanwhile the Indian literature is worth reading. It is to be had for the asking.

# HENDEE MFG. CO.,

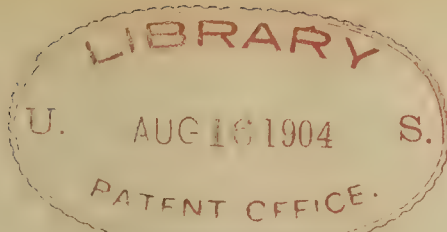
Springfield, Mass.

Pacific Coast Representatives,

THE BRUNETTE COMPANY

491 Mission St., San Francisco, Cal.





# The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, August 13, 1904.

No. 20

## NO TIRE PRICE AGREEMENT

**Present One Expires Next Month and will not be Renewed—No Reduction Likely.**

Competition in tires next year will be keener than ever. The agreement to maintain prices entered into by the tire manufacturers, which has been in force since September, 1903, expires next month, and will not be renewed. Each manufacturer will fix his own prices and will go out for business in accordance with his own prearranged policy.

While this undoubtedly means that the struggle for business will be severe, it does not also follow that prices will be any lower. The recent sharp advances in the price of rubber renders anything of the kind unlikely, and practically assures the general maintenance of the present lists.

Crude rubber is now selling at from \$1.16 to \$1.20 per pound—the highest figures ever recorded. The highest previous figure was \$1.11, which was quoted early in 1900. Last fall this figure was almost reached again, the quoted price being \$1.10. It then declined until 98 cents was reached, but since the first of the year it has been steadily advancing, until the high water mark has been reached, as stated.

## Veteran Designer Passes Away.

An oldtime designer of bicycles and inventor of various parts of them passed away when Wilbur F. Cornelius, of Indianapolis, died there last Friday. He was in his sixty-fourth year. Paralysis was the cause of his demise.

W. F. Cornelius was born at Covington, Ky., and first distinguished himself as an inventor by devising an adjustable bottom for roller skates, which made possible the extension pattern and gave a popularity to the exercise which soon became a craze. That was at Muncie, Ind.

Subsequently he went to Indianapolis and kept the Steel Pulley Works busy producing an Eclipse bicycle designed by him. Following this he associated himself with Henry Smithers and Abe Teeter in the manufacture of the Arrow wheel in the old Virginia Avenue Rink, and lost all his accumulations by

fire when that large factory burned down one night after the lapse of the insurance policy and before the signing of a new one. Ruined financially, he associated himself with the Allen Bicycle Co., and later with the Indiana Bicycle Co., in the manufacture of automobiles. When disabled for further work he was completing other important inventions. He had nearly completed a fire-proof salvage tarpaulin.

## Old English Companies go Under.

Two of England's oldest and, at one time, best known concerns have come to the end of their careers. One is Bown's, Ltd., organized and for many years managed by Joseph Bown, now deceased, the famous inventor of the Aeolus ball bearing, and once the foremost parts-making concern in the world. The other is the New Rapid Cycle Co., for more than twenty years makers of a well known machine, which was long imported into this country. Both concerns have been in difficulties for a long time. The Bown property is to be sold at auction, while the New Rapid is to discontinue altogether.

The Osmond Cycle Co. is another concern that has come to the end of its rope. It is selling its stock at auction. Founded by the famous racing man, F. J. Osmond, a decade ago, it had a brief career of prosperity, but soon fell upon evil times.

## To Look After Instalment Sales.

There is talk in English trade circles of forming a big independent company to take over the instalment end of the business.

It is held that the present machinery for handling these sales is not altogether satisfactory from the maker's point of view, and the firms are few in number who care to have the trouble of collecting the monthly payments and forcing the defaulters to pay. A company composed mostly of manufacturers and those interested in the sale of cycles, who could dictate its policy and suit its system to the needs of the trade, is what is projected.

## Rahway Firm Becomes a Corporation.

D. R. Dunham & Son, Rahway, N. J., have been incorporated, with \$100,000 capital; to manufacture and deal in coaches, automobiles, cars, bicycles and boats.

## FAUBER PLANT DESTROYED

**Factory of the One Piece Crank Hangers Totally Consumed—Well Insured.**

On Thursday morning of this week the entire plant of the Fauber Mfg. Co., one of the largest makers of bicycle parts in the country, and known everywhere as the originator of the one-piece crankhanger, at Elgin, Ill., was totally destroyed by fire.

Recently there were some changes in the business of the Fauber company, and it has been interested in the production of automobiles for a Detroit concern. Fourteen of these completed Marr automobiles and scores of others in various stages of manufacture were completely destroyed.

Unable to secure sufficient pressure from the mains to force water four feet from the hose nozzles, the firemen stood idle while the plant was consumed. Located near the eastern limits of the city, the factory was supplied with water from one city main. This was also connected with fire hose in the building. When the night watchman discovered the blaze he turned on all the fire faucets in hope to flood the building. A few moments later, when the department arrived, the faucets could not be closed, and pressure on the outside hydrant forced the water only a few feet into the air. The fire had gained such headway before the arrival of the department that firemen did not dare enter the building. The loss on the Fauber Manufacturing Company will be \$175,000, with insurance to the amount of \$150,000.

## French Motorcycle Representative Here.

M. Andre Tels, of Paris, representing the French-made Alcyon motorcycle, arrived here during the week, bringing a sample machine with him. He hopes to make a market for it in this country.

M. Tels, being limited in his knowledge of English, had considerable trouble before he got his motorcycle through the custom house. He decided that he would exhibit the machine at Long Branch during next week.

According to M. Tels, the interest in motorcycling is growing all the time in France, and a big business in them is being done there.



## STATUS OF MOTOR BICYCLES

### An Old-Time Dealer's Lucid Exposition of the Situation—What Retards Sales.

Editor The Bicycling World: The position the motor bicycle holds in the trade and in the estimation of the public is a peculiar one when you consider the merit there is in the machine. It is on this subject I wish to say a few words. By way of information, I may say that I began riding the "Springfield Roadster," a high wheel, and have followed the bicycle business ever since, looking for the time when it would settle down to a satisfactory basis with only a few left in it. That time has never come to me. There are now more regular repair shops or bicycle stores in my town than at any time. Result, there is but little in it for any of us; but I learned years ago that I must be very conservative if I would keep the sheriff from the door.

Compelled to be careful and disgusted with the cycle business was my condition when the motor bicycle appeared on the field. I was a little curious about it, but when I looked the matter in the face I reasoned that it meant at least \$50 out of my pocket to pay the agent's price for a motor bicycle, ride it for a season and then sell it as a second hand. I could not afford to drop this amount, and, being somewhat indifferent, I let the motor bicycle pass for the time.

To drummers and many others I put the question, "How about the motor bicycle?" I received scarcely a good word for it in reply. I asked nearly all of the doubters if they had ever ridden a machine. Some said "Yes," and added that it would "shake the liver out of you," etc.

When I asked their opinions of the automobile business, "Ah! that's the thing. There is a future for it; but keep out of the motorcycle game," was the usual reply.

Well, I did so, and finally bought an old steam automobile. I had an experience of my own, but sold out without loss, save my labor. One of the things I was surprised at was the steering of the automobile. I found at once that there was not that "feeling" and easy handling in steering that there is with the bicycle.

In this spring of 1904 I decided to try a motor bicycle. I bought one, and for the first few times I rode it I was about convinced I did not want any of it. Thing went so fast I was a little bit afraid of it; but I knew one must not pass to soon on a thing that is new. So I kept at it, and soon was right at home.

Going back to the bicycle: I always enjoyed a fine coast downhill, but when I came to the motor bicycle and coasted uphill I tell you, boys, it's the real thing. You want to try it. Stick to it till you feel at home on

the motor bicycle, and if you don't enthuse over coasting uphill and over the face of the earth, then you better leave the cycling ranks.

I am now an enthusiastic motorcyclist. I shall have an automobile for the use of my family, when I can afford one, but I shall keep the motor bicycle just the same. I have in the motor bicycle a machine that steers right—far steadier than the bicycle; it is natural for the thing to stay right side up and go ahead. I can let go of the bars, and it keeps right on, as steady as a ship. With my old automobile a trick like this of letting go of the bar or steering lever was not possible. And see me coming around a curve, leaning over and conforming to the swing, without an effort or a skid! See the four-wheel machine take the same curve, and you see a different result; and you do not feel when in the car that smooth, gliding sensation that you do on the cycle.

I live among mountains and rough roads and where I should become disgusted with a motor bicycle if such conditions should produce it. I use it every day, and now am running off my second thousand miles. I never have walked home save once, when out of gasoline. Nothing passes me but the railroad trains. I have a tandem attachment, and with an extra man on have caught up with and passed on the hills large touring cars. My weight is 185 pounds, and I carry a friend of equal weight, and on occasion put up the miles faster than he cares to travel.

This motorcycle has been a complete surprise to me. I had no idea that it could be depended on for everyday work, month in and month out. I have been familiar with gas engines for years, and know how to give a machine a chance and fair care, which I have done, and I have not, up to this time, been put to a cent's expense in way of repairs. I think there is surely a future for the motor bicycle. It is coming slow, but it is advertising itself, and the riders with gumption will shine with enthusiasm and draw others onto it.

Why don't the motor bicycle sell more readily? To my mind, there are about three things responsible. When I used to sell fifty to sixty pound bicycles people could not get them fast enough. I am not, therefore, inclined to think weight retards the sale of motorcycles to any great extent. There are other reasons. First, the motor bicycle appeared at just the worst time. About all the interest in cycles was nearly dead. The dealer was poor and disheartened. If a practical motorcycle could have come in a dozen years ago it would have been different. Second, now it is the automobile that is "the thing," and nearly every one has his eyes turned that way, and the big thing eclipses the motor bicycle. Third, and by no means least, is the price—the motorcycle costs too much. I have represented a house on the road in a small way, and have had a chance to come in touch with others outside of my home town, and I am convinced that the high

cost of motorcycles is the greatest drawback to their sale.

With the popularity of the automobile a man can buy a fair second hand one at about the price of a motorcycle at list. I know of a dealer who had a \$210 machine last season, and, after using it, sold it this year for \$100 because he needed the money. He remarked to me at the time: "The manufacturers do not give a man a chance to get out of the game in any shape." He recently bought a low priced motor bicycle because he can sell out without losing \$50 or more.

WINCHESTER.

### Putting it "Up-to" Dealers.

Dealing with the prospect of a road race on Labor Day, the cycling writer of "The Newark (N. J.) Call" reads the local trade a lecture that does not lack the merit of plain speech.

"Admittedly, the trade has been liberal in the giving of prizes," he says, "but there isn't enough energy and enthusiasm for the sport among Newark's cycle dealers to bring them together in the arranging for and holding of a quarter mile road race down hill. Possibly there is one exception, but it is not necessary to name him here. The fact is, though, that there is not a dealer in town who has been with a bicycle run this year. Automobiles they drive and motor cycles they ride, and bicycles they expect to sell, but they do not ride them. They, who ought to be most interested, set a mighty poor example for the boys and young men who are coming into the sport. Possibly this talk is not diplomatic, but it is true, nevertheless, and if it weakens the trade it will have done some good."

### McNevin Rode a Rambler.

J. J. McNevin, of the New York Motorcycle Club, rides a Rambler. Almost every one in motorcycling who knows McNevin knows this, and it was on his good Rambler that McNevin finished second in the motorcycle race at Newport on July 30, being beaten only by the new two-cylinder machine of Oscar Hedstrom. Unfortunately, the types had it in last week's Bicycling World that McNevin rode an Indian, which was an error.

### Kaffirs and Coolies buy Cycles.

It is said that the instalment business in South Africa has grown enormously of late years. Kaffirs and coolies constitute the bulk of the purchasers on the time system. The usual terms are \$5 down and \$7.50 per month. On these terms the business should be a safe as well as a profitable one, if properly looked after.

Increasing business has made it necessary for J. F. Connery, Middletown, Conn., to remove from No. 224 Main street to larger quarters at No. 305 Main street.



## FEDERATION SCORES AGAIN

### Ferries Will Carry Motorcycles While Refusing Automobiles.

Again the Federation of American Motorcyclists has won its case in the cause of its members, and has proven itself an organization worth while supporting. On Saturday the Federation succeeded in getting a concession from the Brooklyn Ferry Company, so that motorcycles may now be taken across the Twenty-third street ferry between New York and Brooklyn.

The concession obtained will afford only a partial relief, for in order to be carried the gasoline will have to be emptied from the tanks of motorcycles into the river before they will be taken aboard the boat; but this is a recognition of the motor bicycle as being distinct from the automobile, because automobiles are refused at the ferry, and will not be carried even with their tanks empty. The law gives the ferry company the right to refuse absolutely to carry motor vehicles, so that this distinction is a decided advantage to motorcyclists, although it is not all that is desired.

Chairman Alex Schwalbach of the Legal Action Committee of the Federation has written to Secretary Metcalf, of the Department of Commerce and Labor, at Washington, asking for a hearing on the subject of the law relative to ferries carrying motorcycles independent of whatever may be prescribed for automobiles.

In the meantime motorcyclists should remember to have only a little gasoline in their tanks when they intend crossing the ferry. If they have with them, also, a bottle of the fuel in their pockets, it might be useful in getting them going again when the ferry has been crossed.

The Federal law as it now stands says that ferries may carry motor vehicles containing gasoline, but it also expressly says that the ferries may, if they choose, refuse to carry motor vehicles. The ferries refuse to carry automobiles on the ground that if their "fire" is extinguished and they have to be pushed aboard by hand, it interferes with traffic. The Federation pointed out the fact that motorcycles always had been trundled aboard, and the concession named was obtained.

### Policeman had his Eyes Open.

Because a wide awake Boston policeman thought it odd that two men should be trundling bicycles along the streets instead of riding them, these men are in jail, charged with the theft of the bicycles.

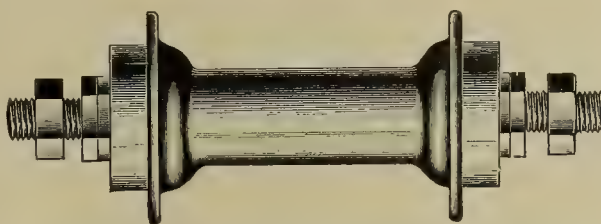
Reserve Officer Mahoney, of the Chelsea force, was the policeman referred to. He was standing on Everett avenue, when he

noticed two young men go into a store there, wheeling two bicycles. Murphy stood outside the store, and, according to Mahoney, ran when he caught sight of him. Mahoney arrested both and took them to the police station. Their answers to questions there were not satisfactory, and they were held.

The Cambridge police were notified of the arrest, and the wheels were identified as those which were stolen from in front of 94 Antrim street, Cambridge, the previous morning.

### Corbin's New Front Hub.

One of the objections made to the early coaster brake hubs was the odd appearance of the hubs in which they were contained. The design of the device necessitated a change in the shape of the hub, and while a great improvement has taken place in this respect, the rear hub is usually very much larger than the front one.



In the line of front hubs which the Corbin Screw Corporation is placing on the market, as noted last week, the plan has been to have it correspond in appearance with the rear one, which houses the coaster brake. The result is a well designed hub of large diameter, as will be seen by the accompanying illustration.

### Thief Carried Wife on Handle Bar.

J. H. Cromwell and wife, a young couple, were last week arrested in Indianapolis, Ind., on complaint of having robbed farmers in the surrounding country in a systematic manner. Some time ago they applied at a farmhouse near Greenfield and obtained employment. They robbed the farmer, it was reported, and escaped on a stolen bicycle.

According to a veracious reporter, Mrs. Cromwell rode on the handle bars while her husband propelled the machine. They escaped after being chased to the edge of the city. Later Cromwell was arrested while walking the streets, and in his pockets were a watch and other articles stolen from a farmer.

### Motorcycle Highwayman a Myth?

The story of the original highwayman on a motorcycle, which was telegraphed from Philadelphia last week and printed in the daily papers and the *Bicycling World*, lacks corroboration. Investigation of the matter failed to discover any A. C. Hall who had been held up and robbed by a motorcyclist, and the tollgate keeper who was reported to have helped the victim denies knowing anything about the affair. The story is to be lamented, because it may inspire some individual to try the scheme and thus pervert a noble vehicle to an evil purpose.

## NEW YORKERS' REUNION

### Entries Already Assure a Crowd—Twelve Divisions and Prizes Galore.

Arrangements are going forward finely for the Metropolitan Cyclists' Reunion and Parade on August 20, and there is reason to hope that New York will not allow itself to be outdone by Boston and other cities in turning out a big crowd for its parade in this season of renewed activity.

The plans as arranged provide for a gathering of the wheeling clans at the Fifty-ninth street circle, in New York, at 2 p. m. There the wheelmen are to be lined up in parade form and cross over the new bridge, passing through Brooklyn to Eastern Parkway. At the park the parade is to be reviewed by a committee of judges composed of men prominent in cycling and public life. Such is the interest shown in the plans for the outing that a matter of some forty prizes, consisting of gold, silver and other medals, silver cups and banners, have already been placed at the disposal of the arrangement committee. These prizes are to be awarded in various manners, beginning with individual rewards for unattached riders and reaching to club prizes of considerable value. In New York and Brooklyn and among some of the Long Island clubs the interest in the matter has led to so many entries that the committee in charge has already decided upon twelve different divisions for the parade. As lined up now they comprise a motor cycle division, one for military and naval riders, one for clerical and medical riders, one for veteran riders, one for unattached riders, one for self-confessed veterans, one for New Yorkers, one for Jersey men, one for Brooklynites and Long Islanders, two for decorated wheels, one for floats and novelties, one for specially costumed riders and one for juvenile riders.

After passing the reviewing stand at Prospect Park the parade will continue to Coney Island. The ranks will break at the shore and the riders will be free to follow their own inclinations. Special arrangements have been made, however, to lodge and feed such parties of wheelmen as may elect to spend Saturday night and part or all of Sunday at "the Island."

Riders who may wish to join in the run may address the chairman of the committee, Mr. Louis Schwab, at his home address, 8 Avon avenue, Newark.

Among the judges will be President Ahearn of Manhattan Borough, President Littleton of Brooklyn Borough, President Cassidy of Queens Borough, P. A. Dyer, president of the Century Road Club of America; Dr. John McGaw Woodbury, Street Commissioner; Magistrate Furlong, Alex Schwalbach, Jefferson Seligman, M. M. Belding, Peter J. Fisher, Joseph Weil, C. Lundburg and E. Kick.

Among the marshals of the several divisions will be Dr. F. A. Roy, L. V. D. Hardenburgh, C. H. Luscomb, H. B. Fullerton, Will R. Pitman, William Tenafly, Joseph Oatman, A. Wahrendorff, Robert Wright, J. H. Miller and Samuel Walters.





## Relative Value from a Rider's Standpoint.

The winner of the Belle Isle ( Detroit, Mich.) 25 mile road race May 30th, 1904, in time faster than the record, was offered as his prize, his choice of eleven different makes of bicycles. He chose the National.

The winner of the Salt Lake City, Utah, road race on the same day rode a National in the race and chose a National as his prize.

These two riders, 3,000 miles apart, were of one mind. What do you think of it?

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Chicopee Falls, Mass.



# THE BICYCLING WORLD

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and MOTORCYCLE REVIEW

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NEW YORK, AUGUST 13, 1904

## The Sale of Motor Bicycles.

While interesting, the communication of "Winchester," published in another column, adds little that is new to the motorcycle situation. He has merely discovered that reliable motor bicycles do exist, and that they may be depended on for every day service; he is therefore aroused to the point of enthusiasm, as so many others have been aroused by the same discovery.

That the motor bicycle has been greatly retarded because of being caught between the debris of the bicycle boom and the onrush of the automobile craze has been long evident. That its relatively high price has also affected its sale is undoubted. When the price of the trustworthy machines reaches \$150, as soon must prove the case, the demand must be materially quickened; and as in due course even more popular prices become the rule, so will sales swell. But the truly popular price is not even in sight, and until the demand is sufficiently large

to justify quantity production, it is not reasonably to be expected.

The time when the demand will have attained this proportion depends on an unusually long chain of circumstances. "Winchester" touches merely on some of them. The attitude of the travelling salesmen has not a little to do with the case. What our correspondent narrates has long been known to be too generally the rule. Men on the road to advance the sale of bicycles have religiously advanced the sale of automobiles. Knowing nothing of motorcycles, or having little faith in them, when their opinions have been sought, it has been rare that they have given favorable ones; instead, they have usually advocated automobiles, as "Winchester" states, and in about the language he employs. It is as well known that most of these travellers are themselves courting and simply awaiting an opportunity to jump from bicycles to automobiles; the glitter and pretentiousness of the latter attracts them.

But if the travelling salesman is in fault and largely to blame for the slow growth of motorcycling, those who manufacture motorcycles are not without their sins of omission and commission. They are divided into several classes, viz.:

(1) Those who make motorcycles and really endeavor to sell them as other goods are sold.

(2) Those who make motorcycles and try to sell them chiefly by mail and "absent treatment."

(3) Those who make both cycles and motorcycles, and try to sell the cycles and who let the motorcycles sell themselves.

(4) Those who make motorcycles and automobiles and try to sell automobiles, and who dispose of motorcycles when they are asked for.

In the first class there are just two—possibly three—concerns. They have made it possible for all of the others to sell the comparatively few motor bicycles they have sold or may sell. They make reliable motorcycles and believe in them and sell them because they believe in them; but their prices, unfortunately, are high.

The second class is by far the more numerous. It is composed chiefly of those who lack the necessary capital and selling organizations. Hope is their chief asset. Speaking generally, their motorcycles are failures, but they appear unable to correct their faults. They know that their machines lack power and serviceability, but the one idea on which they proceed results in either

petty tinkering or bigger and still bigger engines and heavier and uglier motorcycles. It is this class of motorcycle manufacturer that is very largely the cause of slow sales. Usually, they have price as an enticing bait, but, instead of helping the interests of motorcycling, they hurt them. Their products disgust users, and the dissatisfaction of the latter spreads over wide area.

The third class—the cycle manufacturers who list motorcycles solely that they may present a complete line and with no idea of pushing them and small idea of selling them—possibly may be pardoned. If they do not help the most modern of bicycles, it is not fair to say that they do injury to it by the faint praise which, according to precept, is equivalent to damnation. These manufacturers are "cutting their clothes according to their cloth." They are not improperly producing and pushing that for which there is the greatest present, if shrunken or shrinking, demand. They are literally permitting to-morrow to take care of itself. They have motor bicycles for those who want them, but they do nothing or practically nothing to increase or stimulate the demand. They are blameable in that they lack faith and will not see that the only thing in the form of a bicycle that holds promise of better times is the motor bicycle.

The fourth class—the automobile manufacturers who also produce motorcycles—are not unlike the third class. They have more faith, but quite naturally devote 99-100ths of the time, capital and energy to the sale of the vehicle that earns the big profit. They spend tens of thousands in advertising and promoting the use and sale of that for which a ready demand exists—or is popularly supposed to exist—and scarcely a hundred dollars in increasing the demand for that which, because it is not in such demand, the more requires effort and expenditure.

The dealer has played his full part in retarding the motor bicycle. "Winchester" and the fellow dealer whom he cites constitute typical instances. They have damned bicycles, doubted motor bicycles and dreamed automobiles. They have been too generally unreasonable and unreasoning. When they have purchased motor bicycles too often they have purchased cheap ones, which have served to confirm their doubts and to breed and spread disgust. They have harped on price until they were blue in the face; they have been unready or unwilling to pay for experience; as "Winchester" makes plain, they want motorcycles at no cost to them-



# THE BICYCLING WORLD

## AN ILLUSTRATED EDITORIAL.



A PICTURE THAT IS THE STRONGEST POSSIBLE ARGUMENT FOR TWO SPEED GEARS AND MOTOR BICYCLES.

selves. They desire to use them for a season and to then dispose of them without loss, and wish manufacturers to quote prices accordingly—surely an unreasonable proposal.

And if the dealers—of course, not all are alike—have been so greatly influenced by price, it is not strange that the rider has been prone to be affected by price, and to incline to the purchase of cheap machines with their unpleasant and damaging attendants.

Categorically, if not in exact order, these and one other—lack of publicity—are the causes, or the chief causes, of the slow sale of motor bicycles. They are so plain that all may see, if they but will.

The future—the quickened demand which all so eagerly await—will be solved by the gradual general discovery that really reliable motor bicycles do exist, and that they are worth their price, the logical deduction of which is inevitable, even though a specific date may not be set. In itself, this reduction will prove a stimulant which will at once spread the knowledge of reliability, rout doubts as “Winchester’s” doubts were rout-

ed, and, by lessening the inducement to purchase them, force to the wall the cheap ne’er do wells that have served as anchors to the new industry. With this shattering of doubts and increase of sale and use will come publicity, and with publicity will come a really popular demand and widespread recognition of the fact that the motor bicycle is one of, if not the most remarkable and useful, vehicles ever produced for the use of man. The cycle trade—makers, travellers and dealers alike—will then see what it now refuses to see—that its future is bound up in the motor bicycle; its hope, its faith, its profits are united to it. Its coming will be speeded by the slowly permeating facts that there are not millions for all in automobile manufacture, and that the cost of car maintenance—which is now giving serious concern to many—places it far, far beyond the reach of the masses.

### Trade Influence Should be Unseen.

Organizations of dealers have sprung up all over the country to promote the sport and give the spirit of bicycling a new life. That the efforts of these organizations are bearing fruit is evident beyond the shadow of a

doubt, but it is doubtful if as much is accomplished as is possible.

A mistake that is too often made is to convey the impression to the public mind that the dealers or repairers have organized in an “effort to revive bicycling.” It would be infinitely better if these organizations had a name not implying that the organization is solely composed of or backed by the cycle trade. ’Tis well and good that the trade should take a vital interest in the sport and in bicycle organizations, but it often would be wiser for tradesmen to remain in the background and get results without looking for personal credit and direct publicity.

The best thing that can be done is to have prominent or well known citizens officiate at meets, runs and other fixtures, since this makes it known that bicycling is not dead, but well supported and indulged in for sport. The other way is likely to create an impression that the dealers or trade are struggling to revive interest from sordid motives. A prominent business or professional citizen asking for concessions or making arrangements for a bicycle event is a far better advertisement for it.



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## ST. LOUIS RUN-OFF

**Races Postponed From Aug. 4 Contested  
Next Day—McCrea Spills Cracks.**

St. Louis, Aug. 5.—The races which had been scheduled for yesterday and had to be called off owing to rain, were run off this morning, starting at 10 o'clock in order that the regular card for to-day could be started at 2:30, as usual. The track surface was in fine condition after the heavy rain of yesterday, and there was an absence of the dust which bothered the riders on Tuesday and Wednesday. There were more spectators in the Stadium this morning than have turned out so far before, and they had an opportunity to witness Frank L. Kramer win a championship event, even if his victory was due to the generosity of his team mate, Fenn. The trial heats were run off yesterday afternoon before the rain came, and Fenn won the first heat, with McFarland second. The second heat went to John Bedell, with Krebs second. Kramer took the third heat from Root, and Cadwell was first in the fourth heat, Sanderson, of Memphis, defeating Menus Bedell for second. Fenn won the first semi-final this morning in 1:18 3-5, John Bedell being too fast for McFarland and Krebs. The other semi-final went to Kramer in 1:07, Cadwell shutting Root and Sanderson out of the final. Kramer took the lead in the final on the last turn, Fenn going along to the front after the champion. Kramer led into the straight with Fenn still at his heels. In the race through the straight Fenn rode up until he was at Kramer's pedals, and contented himself with staying there until the pair crossed the tape. John Bedell and Cadwell were very close to the leaders, and the finish was an exciting one, and created more excitement among the spectators than had any of the previous races.

The five-mile national amateur championship race was spoiled by the rough riding of J. Nash McCrea, of Springfield, Ill. This young man is accounted a great racing man in his home city, and is a scratch man in the local road races there, but he has no business competing in track races on a narrow track, as he requires too much space in which to ride. He does not seem to be a vicious rider, but simply "rides all over the track," and is dangerous for that reason. To a certain extent, the accident that put Hurley, Downing, Billington and Goerke out of the race was only what they deserved for riding back in the bunch so near the end of the contest. As the riders started around the first turn in the lap before the bell, McCrea swerved into the rider alongside and threw him. In falling he struck another rider, who also fell, and then Hurley, Downing, Billington and Goerke fell over the fallen riders. As soon as the New York Athletic Club representative gained his feet he yelled for

"Mother" Webb, his trainer, and Webb ran to him with a spare machine, but it was too late to be of any use to Hurley. Schlee had been riding at the end of the line, as is his regular custom, and he escaped the fall. Wiley led going around the last turn, but Schlee overhauled him in the straight and won by five open lengths, Andrews, of Indianapolis, and Schaefer, of St. Louis, who had escaped falling, finished third and fourth. When Hurley was asked why he had remained in the bunch instead of being up in front, he said he had been so much occupied in watching Downing that he had not paid as much attention to his whereabouts as he should have done.

Hurley won the one-third-mile national amateur championship by outsprinting Downing in the last few yards of the final. The Californian had led until the straight was reached, when the New Yorker jumped past him and led him over the tape by a length. Billington had little trouble in defeating Schlee for third. Neither Hurley nor Downing started in the five-mile amateur handicap, and Billington was the lone scratch man in the field of twelve starters. Billington, Schlee, Goerke and Wiley bunched quickly and began to gain on the long markers. Billington seemingly did not like the looks of things, and sat up at the end of the second mile. The trio kept at their work, and the field bunched at three and one-third miles. Wiley led at the bell, followed by Andrews and Goerke. The latter went up in the straight, and both he and Schlee defeated Wiley, Billington having a half wheel advantage over Schlee. La Voice, the other Syracuse rider present, was close to Wiley and finished fourth.

The unlimited team pursuit race between teams of four men, representing the East and the West, was an enjoyable one, from the spectators' standpoint, but it was a hard contest for the riders. The men on the Western team were McFarland, California; Bowler, Illinois; Scheps, Australia, and Collett, Utah. Their Eastern rivals were Dorlon, New York; Moran, Massachusetts; Jacobson, Connecticut, and Krebs, New Jersey. The Western quartet started from the tape and the others from the backstretch. Krebs was the first to tire, refusing to take his share of the pace before two miles had been ridden and dropped out. Scheps did his share of the work until he dropped out in the first lap of the third mile, and Collett gave it up in the first lap of the fourth mile. The time for five miles was 12:00. McFarland left Bowler to his own devices in the second lap of the sixth mile, and as soon as Jacobson and Moran saw the Californian sit up they did likewise, leaving Dorlon and Bowler to fight it out. Both were very tired, Dorlon with good reason on account of the great ride he had just made in the half-mile handicap. The race was won finally by Dorlon catching Bowler after riding six miles and three-quarters of a lap in 15:37 2-5.

The final heat of the half-mile professional handicap was run off a few minutes before

the pursuit race. John Bedell (15 yards), Kramer (scratch) and Dorlon (35 yards) qualified in the first trial heat, and McFarland (20 yards), Root (25 yards) and Menus Bedell (10 yards) had qualified in the other trial heat, both heats being run in 0:59 2-5. All of them rode hard from the crack of the gun, and McFarland soon shook Menus Bedell, who had gained his rear wheel in the first few jumps. Dorlon was never in danger, and won by two open lengths. McFarland paced Root around the last turn, and John Bedell got alongside the Bostonian in the stretch and interfered with him, and managed to get over the tape six inches ahead for second. Kramer was fourth, close to Root, and Menus Bedell trailed the champion over the tape. Dorlon's time of 0:58 4-5, from the 35-yard mark, was very fast for such a track. Summaries:

One-third-mile, national amateur championship—First semi-final won by Teddy Billington, National A. V., Vailsburg; Charles Schlee, National T. V., Newark, second; time, 0:50 1-5. Second semi-final won by M. L. Hurley, N. Y. A. C.; Burton Downing, Garden City W., San Jose, Cal., second; time, 0:55 1-5. Final won by Hurley; Downing, second; Billington, third; Schlee, fourth. Time, 0:43 4-5.

Five-mile national amateur championship (one heat)—Won by Charles Schlee, National Turne Verein, Newark; George Wiley, Syracuse, second; A. F. Andrews, Indianapolis, third; J. Schaefer, St. Louis, fourth. Time, 13:08 1-5.

Five-mile handicap, amateur—Won by Oscar Goerke, National A. C., Brooklyn (100 yards); Charles Scheel, National T. V., Newark (50 yards), second; George Wiley, Syracuse (150 yards), third; Samuel La Voice, Syracuse (250 yards), fourth. Time, 12:15.

One-mile motorcycle exhibition—A. N. Jordan, St. Louis (Rambler). Time, 2:10.

Half-mile N. C. A. circuit championship—Won by Frank L. Kramer, Pierce team; W. S. Fenn, Pierce team, second; John Bedell, Reading Standard team, third; Frank J. Cadwell, Rambler team, fourth. Time, 1:09.

Half-mile handicap, professional—Won by Oliver Dorlon, Columbia team (35 yards); John Bedell, Reading Standard team (15 yards), second; E. F. Root, Columbia team (25 yards), third; Frank L. Kramer, Pierce team (scratch), fourth; Menus Bedell, Reading Standard team (10 yards), fifth. Time, 0:58 4-5.

Unlimited team pursuit race between Eastern team (Oliver Dorlon, New York; James Moran, Massachusetts; J. P. Jacobson, Connecticut, and Floyd Krebs, New Jersey) and Western team (Floyd A. McFarland, California; James B. Bowler, Illinois; Fred H. Scheps, Australia, and G. H. Collett, Utah)—Won by Eastern team. Distance, 6 miles and  $\frac{3}{4}$  of a lap. Time, 15:37 2-5.

How have the mighty wandered from the fold! Arthur Zimmerman is to be the starter at some automobile races next week, and his assistant will be Eddie "Cannon" Bald.



## HURLEY IS CHAMPION

**Victories at St. Louis Assure Him Honor for Fourth Time—Krebs Protests Kramer.**

St. Louis, Aug. 5.—The gold medal, emblematic of the National Cycling Association national amateur championship for 1904 will be worn by M. L. Hurley, of the New York Athletic Club, this being the fourth consecutive time the honor has been won by the New Yorker. Hurley's victory in the mile championship this afternoon places him at the head of the points table, with a score of 22 points, while Burton Downing, his closest opponent, has 16 points. The trial heats were done away with in the mile national amateur championship, and Hurley, Schlee, Goerke and McCrea started in the first semi-final. McCrea fell on the backstretch of the bell lap when no one was near him. Hurley won from Goerge by a length, with Schlee third. Downing, Billington and William, of Milwaukee, started in the other semi-final, and Downing won from Billington by a foot. The quartet took turns pacing in the final, Goerge leading at the bell when Billington drew alongside him. Downing slipped on the first turn and lost by five lengths. Hurley went to the front on the backstretch and won the race by four lengths from Downing, who had overhauled Billington in the stretch. Downing had a hard task to defeat Billington, and only led by four inches at the tape.

The twenty-five mile national amateur championship did not count in the table for the championship and Hurley did not compete. There were ten starters, but only four survived owing to punctured tires and other troubles. Schlee had to give up at the end of two miles on account of a puncture, and Billington was out in the next mile for the same reason. Goerge and Wiley were having an interesting fight for the lap prize until Goerke's tire exploded in the tenth mile. He remounted, on Fogler's machine, but the reach was too high for him, and he could not catch the field and was lapped in the eleventh mile. Downing had to stop owing to a puncture in the seventh mile, but while he was changing mounts Goerke "flagged" and Downing caught the bunch again as the ninth mile was started. Though he was a lap behind, Goerke kept on riding until the seventeenth mile, when another puncture finished him. Williamson, of Milwaukee, who was a lap and a half behind at the time, was called from the track in the last mile of the race. Andrews, of Indianapolis, went to the front two laps from home, followed by Wiley, Downing and La Voice. When Downing got ready he jumped past Andrews and won from him by a length and a half, Wiley being third, four lengths behind the Indianapolis rider. Wiley won the special lap prize with thirty-five laps to his credit.

John Bedell, Kramer, Bowler and Krebs started in the first semi-final of the two-thirds-mile N. C. A. professional champion-

ship. Kramer got away first, but Bowler went up and led at the bell. The others passed Bowler on the backstretch. Krebs gave Kramer quite an argument in the home-stretch, but the champion won by five feet. John Bedell defeated Bowler for third. Fenn, Menus Bedell, Cadwell and McFarland started in the other semi-final. Cadwell led at the bell, but Fenn took the lead on the backstretch. Menus Bedell drew alongside Fenn in the straight, but the latter won by half a length, Cadwell leading McFarland over the line. In the final Fenn led at the bell, with Kramer, Menus Bedell and Krebs strun gout behind. Krebs jumped on the backstretch, and was on even terms with Kramer as they entered the last turn. Fenn pulled Kramer away from Krebs on the turn, and then swung wide as he entered the straight, allowing his team mate to go through on the pole. Fenn had to ease up near the tape to avoid defeating Kramer, and the latter won by less than a foot. Krebs defeated Bedell for third, and after the race made a great kick against Kramer, claiming that the team mates had run him wide so he had no chance to defeat the East Orange rider.

Neither Kramer nor Fenn started in the two-mile professional handicap, Bowler and Krebs being the back markers at twenty-five yards. The teams for the race were McFarland and Root, Bowler and Krebs, Fogler and Dorlon, Moran and Sanderson and the Bedell brothers. Scheps had a puncture in the second lap, and Sanderson quit at three-quarters of a mile on account of a puncture. Bowler and Krebs never had any chance to catch the long markers, and they sat up at the end of the first mile. Moran had fifty yards lead at the bell. McFarland paced Root up to the front of the backstretch, and Moran was passed on the last turn. Root went into the lead as he entered the home-stretch, and John Bedell drew alongside of him in the straight. Root won the race from the senior Bedell by two feet.

Fogler, Dorlon, McFarland, Bowler, Collett, Jacobson, Cadwell and Scheps lined up for the third mile consolation. McFarland's straps came undone and Bowler's tire put him out of the race. Dorlon led into the stretch and won easily from Collett by a length. Scheps was in second place until near the tape, when Collett passed just before he crossed the line. Summaries:

One-mile national amateur championship—won by M. L. Hurley, N. Y. A. C.; Oscar Goerke, National A. C., Brooklyn, second; Charles Schlee, National T. V. Newark, third; time, 2:34 1-5. Second semi-final won by Burton Downing, Garden City W., San Jose, Cal.; Teddy Billington, National A. C., Vailsburg; second; George Wiley, Syracuse, third; time, 2:33. Final heat won by Hurley; Downing, second; Billington, third; Goerke, fourth. Time, 2:43 3-5.

Twenty-five-mile national amateur championship—Won by Burton Downing, Garden City W., San Jose, Cal.; A. F. Andrews, Indianapolis, second; George Wiley, Syracuse, third; Samuel La Voice, Syracuse, fourth.

Time, 1:10:55 2-5. Lap prize winner, Wiley, 35 laps.

Two-thirds-mile, N. C. A. circuit championship, professional—Won by Frank L. Kramer, Pierce team; W. S. Fenn, Pierce team, second; Floyd Krebs, Tribune team, third; Menus Bedell, Reading Standard team, fourth. Time, 1:46 3-5. Lap prize winners in heats, Dorlon, Bowler, Scheps and Moran.

Two-mile handicap, professional—Won by E. F. Root, Columbia team (50 yards); John Bedell, Reading Standard team (50 yards), second; Menus Bedell, Reading Standard team (75 yards), third; Frank J. Cadwell, Rambler team (75 yards), fourth. Time, 4:17 2-5. Lap prize winners, Moran, 3, and Sanderson, 2.

One-third-mile consolation, professional—Won by Oliver Dorlon, Columbia team; G. H. Collett, Rambler team, second; Fred H. Scheps, Rambler team, third; Joseph Fogler Tribune team, fourth. Time, 0:42 3-5.

### Chapter of Incidents at Revere.

After a hard, strenuous race in the twenty-mile paced race at Revere Beach, Boston, Mass., last Saturday, Hugh MacLean continued his winning streak by defeating Nat Butler by almost two laps and Harry Caldwell by three laps in 29:26: 3-5. MacLean was in fine condition, and at no time, with the exception when his motor went wrong, was he in any danger of losing the race. He was full of speed, and gained on his opponents at regular intervals.

A big mixup occurred on the eighth mile, when Nat Butler lost his pace. Caldwell joined him, and MacLean, going around the two riders and their pacing machines, was forced to drop his pace while high on the bank. In the case of the others it was fatigue, for MacLean quickly tacked on to Turville and lapped the pair with ease.

The greatest excitement ensued on the twelfth mile when Hugh MacLean tried to pass Butler. The Chelsea man went alongside, and the pair settled to business. Butler humped his back and Saunders put on the power. Turville and MacLean met the increase and a battle to the finish started. For five laps it was a hair-raising affair, and then MacLean fell back.

Caldwell then came strong and the pair went after Butler, and passed him. Butler in a short time came, too, and the three were at it again.

On the last mile Caldwell rode like mad in an effort to catch Butler, but the clip told and he was shaken before the bell.

MacLean finished one and three-quarter laps ahead of Butler. Caldwell brought up the rear a lap behind Butler.

In the five-mile motor race Saunders had the pole, with Ruden second and Turville on the outside. Turville, while riding high on the bank to pass his two opponents, snapped the chain on his machine and came crashing down to the flat of the track. He was uninjured. The race was won by Carl Ruden in 6:59 3-5.

Twenty men faced the starter in the ten-mile open with a prize for the leader of every mile. The first went to H. A. Barry, the second to J. A. McNeil, the third to J. J. McKinnon, the fourth to E. L. Collins, the fifth to L. A. Stoughton, the sixth to E. L. Collins, the seventh, eighth and ninth to P. F. Logan. The final was won by P. F. Logan; A. W. McDonald, second; A. R. Urquhart, third. Time 24:30 1-5.



## NO TEAMING AT VAILSBURG

### Ban Placed on Four-Men Tactics and Better Racing Results—Bedells Shut Out.

That cycle racing with "team work" eliminated can be run successfully, and this in spite of many dire prophecies to the contrary, was demonstrated last Sunday at the Vailsburg track. All of the professional events on the programme were run on that plan, and the riders were warned before each heat that any attempt at team work would mean disqualification. To emphasize the changed conditions, the open race was styled the "Fair Test Stakes" on the programme. Ten riders lined up for the first heat, with George H. Collett, who came on from St. Louis with the party that had raced there the week previous, as an added starter. In this race, lap prizes were offered in the heats only, with the result that they were all faster than the final, the first and second being ridden in 2:09 and the third in 2:15. Root won the first heat from John Bedell and Cadwell by half a length. Ten started in the second heat, and Fenn won very easily from Menus Bedell and Dorlon by two lengths. Only six lined up for the third heat, Benfer leading at the bell, followed by Kramer, McFarland, Fogler, Krebs and Tom Butler. Krebs jumped as the back stretch was entered, Butler being at his heels. The pair passed Kramer, and then McFarland sprinted, Kramer being shut in on the pole. There seemed to be no chance for the champion to qualify, but when Krebs was asked to "move over" by Kramer, the "Flying Dutchman" swung wide as he entered the straight and allowed Kramer to go through on the pole to victory. Krebs was second, a wheel behind, and McFarland was third.

From the pole out in the final the order was Root, Fenn, Kramer, John Bedell, Menus Bedell, Krebs, Cadwell, McFarland and Dorlon. They loafed for the first lap and a half, Dorlon trying to make a run-away from the back stretch in the second lap. No one else showed any desire to go after him, so Kramer went after the Coney Islander and caught him on the back stretch in the next lap. Then "Flying Dutchman" Krebs jumped at the eighth pole before the bell, and had ten lengths' advantage as he crossed the tape when the bell rang. Kramer again had to chase the ambitious one, and he overhauled him in the straight. When Fenn, who had been nearly at the end of the line, saw Krebs jump, he began a long sprint, and Cadwell followed him. Fenn gained rapidly on Kramer in the last eighth of a mile, and perhaps could have overtaken Kramer had he been so disposed, but he contented himself with finishing second, a length and a half back of the champion.

Cadwell was towed into third place, ahead of Krebs. McFarland and John Bedell collided in the straight as they were finishing, Bedell being thrown and McFarland having his front tire punctured. The Lynbrook rider waited at the entrance to the training quarters with blood in his eye and with the evident intention of fighting the Californian, but he was pacified by the officials, and the threatened storm blew over.

Twenty-six riders lined up for the two-mile handicap, and the "team work barred" rule was again enforced, with the result that the back markers did not figure to any extent. The men with ninety yards and less handicap soon bunched, and there was a case of what looked very much like team work on the part of the Bedell brothers. John Bedell made a jump and tried to catch Fogler, Schreiber, Hadfield and Collett, the 120-yard division, and while the older Bedell rode his hardest, Menus Bedell kept in front of the back markers with what seemed like the intention of "flagging" them. McFarland finally noticed what was going on, and he and Fenn jumped away from the other back markers and opened up a big gap; but they could not catch the bunch ahead and sat up at a mile and a half. John Bedell caught the four men he started after, but they were too far behind the limit men, and gave up before the bell. Guery led at the bell, and Tom Butler went to the front on the back stretch. Jacobson rode hard from the eighth pole and was almost on even terms with Butler as they entered the home stretch. Butler drew away in the straight and won by a length and a half. Glasson, Galvin and Scheps were bunched close to Jacobson and finished in the order named, a few feet apart. Butler's time, from the 180-yard mark, was 3:59 2-5.

The Bedells, Schreiber, Collett, Bardgett, Root, Fogler, Meade, Dorlon, Dolbear, Kastendieck, Benfer, Hadfield, McFarland, Guery and Lanf, the newest recruit to the professional ranks, started in the mile and a half consolation, which also was a "team work barred" race. McFarland led at the bell, followed by Bardgett and the Bedells. He had started to sprint before the tape was reached, and won the race after a hard ride of almost five-eighths of a mile. The Bedells and Bardgett tried to pass him in the straight, but he had enough strength left to prevent them, and the quartet finished across the track, the Californian leading by half a length and the Bedells taking second and third.

The "Unknown Distance" event for the amateurs was quite a race, and was won by Burton Downing on a borrowed machine. The Yale that had carried the Californian into second place in the national amateur championships at St. Louis, had not been sent on the same train that Downing came East on, and did not arrive in time for him to ride it, but he won another Yale racing machine on his borrowed mount, as that was the first prize in the big amateur contest. Hurley was a spectator, but was too sore

as a result of his fall at St. Louis to ride. The race was finally ended at five miles, but the efforts of Chappey, of the Bay View Wheelmen, to capture the special lap prize helped to make the race interesting from the start. Thirty riders started, and most of them finished. Chappey was leading when the pistol shot denoted the bell lap, being followed by Ernst, Billington, Dove, Downing and Lemberg. Ernst sprinted hard at the gun, but Billington passed him on the back stretch. Dove overhauled Billington on the last turn, only to be passed by Downing and Lemberg as he entered the straight. Goerke worked his way through on the pole and finished there, with Downing, Lemberg and Lee strung out across the track. Downing won from his fellow townsman by a foot, while Lee, who had come from the rear, defeated Goerke for third by the same margin.

Downing, Lee and Billington all qualified from scratch for the final of the half-mile handicap. Downing made a phenomenal finish in his heat. He was apparently "boxed in" in the stretch, but he shouldered his way through those in front, including Rupprecht, who is a big, heavy rider, and after making a sprint obliquely across the track, finished first by almost a length. The three scratch men and Rupprecht, 10 yards, did not get down to work quick enough in the final, and the race went to Dove, who had 25 yards. Dove rode well in the stretch and defeated Schwab by two lengths.

#### Summaries:

Half-mile novice—Won by Maurice Van den Dries, Tiger W., New York; A. S. Owens, New York, second; Meyer Levine, New York, third. Time, 1:13 4-5.

Half-mile handicap, amateur—Won by M. T. Dove, New York (25 yards); Oscar Schwab, Roy W., New York (30 yards), second; C. A. Sherwood, Pellet team, New York (25 yards), third; Paul Bichette, Pellet team, New York (40 yards), fourth. Time, 1:00.

"Unknown Distance" amateur, five miles—Won by Burton Downing, San Jose, Cal.; Carl Lemberg, San Jose, Cal., second; W. R. Lee, New York, third; Oscar Goerke, National A. C., Brooklyn, fourth. Time, 11:22 3-5. Lap prize winner, H. E. Chappey, Bay View W.

"Fair Test Stakes," one mile professional—Won by Frank L. Kramer, Pierce team; W. S. Fenn, Pierce team, second; Frank J. Cadwell, Rambler team, third; Floyd Krebs, Tribune team, fourth. Time, 2:25. Lap prize winners in trial heats—Hadfield, 2; Kastendieck, 2; Benfer, 2; Guery, 1; Meade, 1; Tom Butler, 1.

Two mile handicap, professional—Won by Tom Butler, Boston (180 yards); J. P. Jacobson, Rambler team (150 yards), second; George Glason, Columbia team (180 yards), third; J. Frank Galvin, Tribune team (240 yards), fourth. Fred H. Scheps, Rambler team (150 yards), fifth. Time, 3:59 2-5. Lap prize winners—Lang, 4; Bardgett, 2; Guery, 1.

Mile and a half consolation, professional—Won by Floyd A. McFarland, Tribune team; Menus Bedell, Reading Standard team, second; John Bedell, Reading standard team, third. Time, 3:11. Lap prize winners—Dolbear, 1; Kastendieck, 1; Collett, 1; Guery, 1; McFarland, 1.

Jamison Brothers, of Lafayette, Ind., are promoting an eight-mile road race for Labor Day, September 5.



## SECONDS CAPTURE FIRSTS

### With the Stars Away, Place Riders Race Hard at Manhattan Beach.

It was not claimed by the promoters that they had experienced a change of heart, or that the shift was due to any religious principles, but Saturday races instead of Sunday competitions were substituted at the Manhattan Beach track last week.

Most of the crackajacks, professional and amateur, were at St. Louis, and the attendance was very slim, although a really attractive card of mixed races was provided.

The second raters of the "pros" and "pures" both realized that it was an opportunity for them to annex first place prizes, and the result was hard riding and good sport throughout the afternoon.

Fred Ernst, the recently reinstated amateur, won his trial heat in the two-thirds of a mile event and made a strong bid for the first prize in the final, but was beaten out two lengths by W. R. Lee.

The three-sided match race between Schreiber, Butler and Bardgett was a good one. The men adopted European tactics, and there was clever work in the jockeying for position. Schreiber won the first heat by going to the front and making a stiff pace for the last half lap. In the second heat Tom Butler tricked the others on the far turn, and, getting a jump to the front, won by three lengths. In the third heat Schreiber jumped in the second turn and led through the backstretch and the last turn, with Butler making a stiff stern chase. In the stretch Butler made a superb ride, caught and passed Schreiber and won by three or four lengths. It was a fine victory for the "grand old man of cycling," and elicited the most applause of the day.

The two-mile handicap was a rousing race. Thirty-six started, and before the end of the first mile there were twenty in the foremost bunch cutting out a pace so stiff that the case of the scratch men, Ernst, Lee and Limberg, seemed hopeless, and so it proved. Entering the stretch for the finish, Schwab and Mackay pulled out from the bunch and made a grand duel of it, Schwab winning by a few inches. Dove was third by five lengths.

Galvin and Hadfield, in the five-mile pursuit, made a remarkably even struggle of it for nearly three miles, and then Galvin showed signs of fatigue. He was game, however, and lost only a little each lap. Hadfield won by about twenty-five yards.

The club team race, in which four club teams of three men each competed, was also a good race. Alfred Ashurst, of the National Turn Verein, of Newark, and Edward Rupprecht, of the Bay View Wheelmen, Newark, went to the front in the first lap, and it was largely a duel between them to the end. Ashurst led at the most laps, but the double points for the last lap and the good scoring

by the second and third men of the Bay View team gave them the race. Summary:

One-third-mile, novice—Won by F. W. Eifer, Brooklyn; W. L. Turk, Brooklyn, second; W. Van den Dries, New York, third. Time, 0:44 1-5.

Two-thirds-mile, amateur—Won by W. R. Lee, New York; Fred Ernst, Rochester, second; Gus F. Perden, Brooklyn, third; David Mackay, Newark, fourth. Time, 1:33 4-5.

Two-mile handicap, amateur—Won by Oscar Schwab, Greenwich, Conn. (30 yards); David Mackay, Newark (60 yards), second; M. T. Dove, Calumet Cyclers (90 yards), third; Charles Sherwood, New York (60 yards), fourth. Time, 4:18 2-5.

Five-mile pursuit race, professional, between Charles Hadfield and Frank Galvin—Won by Hadfield. Time, 11:57 1-5.

NEW YORK BRANCH 214-216 WEST 47TH ST.

Half-mile, three-sided match race, professional, between Tom Butler, George Schreiber and Walter Bardgett—First heat won by Schreiber; Bardgett second. Time, 1:53 3-5. Second heat won by Tom Butler; Schreiber second. Time, 1:52 3-5. Third heat won by Butler; Schreiber second. Time, 2:16 1-5.

Three-mile team race for clubs—Points scored 5, 3 and 1, to first, second and third at each lap, with double points at the finish; teams of three men each—Won by the Bay View Wheelmen, 39 points, composed of D. Mackay, E. Rupprecht and C. Franks; National Turn Verein, of Newark, 32 points, second; composed of J. Zanes, A. Ashurst and M. T. Dove; Oregon Wheelmen, 16 points, third, composed of J. Rockowitz, O. Schwab and W. R. Lee. Time, 6:53 1-5.

### Lawrence Dealer Promotes Road Race.

L. J. Tepper, an enterprising dealer in Lawrence, Mass., is promoting a 10-mile road race for August 27. A prize list valued at \$400 is guaranteed, and comprises a gold watch for time, and three bicycles for the first three place prizes. Forty other articles complete the list.

## CALDWELL'S HARD CONTEST

### In a Six-Cornered Twenty Mile Race He Beat Butler Out by a Lap.

After a hard fight Henry Caldwell managed to win the twenty-mile paced event from Nat Butler at the Charles River Park track, Boston, Mass., last Tuesday night. Butler rode in splendid form and fought Caldwell to the very finish, the latter winning by exactly one lap in 27:35 4-5. Mettling captured third money, while MacLean took fourth, Stinson fifth and Sulkins sixth. The race was a standing start. Mettling was the first man to catch his pace, followed by Stinson. Then Caldwell caught his pace and set out at a terrific clip, while the others were all the way from a quarter to half a lap to the rear.

In the first mile Caldwell gained a full lap on Sulkins and kept up his fast work. At two miles he had a quarter of a lap advantage on his nearest opponent, Nat Butler, who was closely followed by Mettling, Stinson and MacLean.

The only man Caldwell had not gained a lap on up to the seventh mile was Butler, who was riding in the finest of form. MacLean was not displaying his usual good form; perhaps it was because his motor was not in the very best of shape. Stinson, likewise, had a bunch of trouble in following his pace, while Sulkins, who cut out a good, steady pace at the very start, continued it to the finish.

In the fifteenth mile the two leaders came together, Caldwell trying to go by on the outside. Butler was game to the core, however, and rode Caldwell high up on the bank, forcing the New Hampshire man to abandon his fight.

Caldwell renewed his efforts to go by toward the close of the mile. Butler was there again with the "goods," and produced in such a grand manner as to cause the grandstand to come to its feet for the first time this season. By magnificent work Butler kept Caldwell to his rear, fighting him off at every stage of the game, until at the very last inch of the twenty miles Caldwell did manage to push his wheel to the fore, winning from Butler by exactly one lap. Mettling rode 18 3-5 miles, MacLean 18 2-5, Stinson 17 2-5 and Sulkins 13 miles.

The mile handicap, amateur, required three trials and a final before a winner was evolved, Holbrook getting the honors by inches from Matt Downey. Summaries:

One-mile amateur handicap—Final heat won by W. G. Holbrook (140 yards); Matt Downey (15 yards), second; C. Connolly (145 yards), third. Time, 2:10.

Five-mile open amateur—Won by J. A. McNeil; P. F. Logan, second; Matt Downey, third. Time, 12:46 4-5.

Twenty-mile motor paced—Won by Harry Caldwell; Nat Butler, second; Mettling, third; Hugh MacLean, fourth; William Stinson, fifth; Sam Sulkins, sixth. Time, 27:35 4-5.



SIX MADE PERFECT SCORES

FIXTURES

RECORDS FALL AT SALT LAKE

In California Motor Bicycle Reliability Run  
—Course Covered in Good Time.

An emphatic success was scored by the Pacific Coast Motor Cyclists on July 31, when their second annual reliability run took place—so emphatic that it will be repeated at an early date. The number of starters was not large, but the majority of them survived, and the percentage of perfect scores was remarkably high, especially in view of the fact that no stops at controls were permitted.

A 96-mile route from San Francisco to San Jose and return to Oakland was laid out at an average speed of 17 miles an hour. The start was made at 7:30 a. m., and the schedule called for a finish at 2:54 p. m., and at that hour precisely seven men had finished—one of them, W. J. Bowman, getting in at 2:49, while an eighth was but 2 minutes and 30 seconds late.

Checking stations were in San Mateo, San Jose, Centreville and Oakland. Stops of fifteen minutes were required in San Mateo and Centreville, and at San Jose one hour and fifteen minutes' stop was allowed for meals. The rules required the riders to report at San Mateo at 9 a. m., San Jose at 11 a. m., Centreville at 1:15 p. m. and at the Creek boat at 2:54. Penalties of 1 point per minute were imposed for arrival before or after the schedule time. An allowance of three minutes was made for variation of watches.

As stated, W. J. Bowman (Indian) had a perfect score until he reached the final control, which he rode into two minutes net ahead of time, and in consequence forfeited two points. Navlet (Indian) and Fuchs (Holley) rode down from Sacramento on Saturday and entered the run with machines considerably in need of attention. That they made as good scores as they did is a credit to their grit and riding ability. Hopkins (Indian) had a punctured tire soon after leaving San Jose, but by judicious riding he was enabled to make up the time lost in stops for pumping. Malsbary (Yale), a heavy man on a light and small machine, by careful nursing got in at every station on time and received a clean score. Bill (Yale) had a fall near San Leandro, which put him out of the finish. Carroll, Litchfield and Fish had accidents after leaving Centreville.

The appended table gives the contestants, their machines, their times at the controls and the points scored:

| Rider.                | San Mateo. | San Jose. | Centreville. | Oakland.      | Points. | Mach.  |
|-----------------------|------------|-----------|--------------|---------------|---------|--------|
| C. C. Hopkins.....    | 9 a. m.    | 11 a. m.  | 1:15 p. m.   | 2:54 p. m.    | 100     | Indian |
| L. C. Black.....      | 9 a. m.    | 11 a. m.  | 1:15 p. m.   | 2:54 p. m.    | 100     | Indian |
| J. M. Litchfield..... | 9 a. m.    | 11 a. m.  | —            | —             | —       | Indian |
| F. M. Butler.....     | 9 a. m.    | 11 a. m.  | 1:15 p. m.   | 2:54 p. m.    | 100     | Indian |
| E. L. Malsbary.....   | 9 a. m.    | 11 a. m.  | 1:15 p. m.   | 2:54 p. m.    | 100     | Yale   |
| J. W. Leavitt.....    | 9 a. m.    | 11 a. m.  | 1:15 p. m.   | 2:54 p. m.    | 100     | Yale   |
| D. T. Fish.....       | 9 a. m.    | 11 a. m.  | 1:15 p. m.   | —             | —       | Indian |
| E. C. Dreschman.....  | 9 a. m.    | 11 a. m.  | 1:15 p. m.   | 2:54 p. m.    | 100     | Yale   |
| J. C. Larson.....     | 9 a. m.    | —         | —            | —             | —       | Yale   |
| F. E. Carroll.....    | 9 a. m.    | 11 a. m.  | 1:15 p. m.   | —             | —       | Indian |
| B. T. Bill.....       | 9 a. m.    | 11 a. m.  | 1:12 p. m.   | —             | —       | Yale   |
| A. Navlet.....        | 9:10 a. m. | 11 a. m.  | 1:12 p. m.   | 2:56:30 p. m. | 93      | Indian |
| H. Fuchs.....         | 9 a. m.    | 11 a. m.  | 1:15 p. m.   | 4:00 p. m.    | 34      | Holley |
| W. J. Bowman.....     | 9 a. m.    | 11 a. m.  | 1:15 p. m.   | 2:49 p. m.    | 98      | Indian |

August 18—Bloomington, Ill., race meet.  
August 20—New York Reunion and Parade.  
August 27—Lawrence, Mass., 10-mile road race.

August 27 and 28—C. R. C. of A. Combination Moonlight and Double Century Run.

August 28—New York Motorcycle Club's open run, New York to Philadelphia and return.

August 28—C. R. C. A. 100-mile record run.

September 3—London, Eng., World's championships.

September 5—Buffalo, N. Y., 25-mile road race and race meet.

September 5—Lafayette (Ind.) 8-mile road race.

September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.

September 5—Denver, Col., road race.

September 5—Detroit, Mich., 25-mile Belle Isle road race.

September 5—C. R. C. of A., 25-mile Coney Island Cyclepath handicap road race.

September 5—Bloomington, Ill., 20-mile road race.

September 8-10—London, Eng., World's championships.

September 10—Atlanta, Ga., 20-mile road race.

September 12—Baltimore, Md., Logue road race.

September 18—C. R. C. A. 50-mile open road race, Long Island.

November 24—C. R. C. A. 100-mile record run.

November 24—San Antonio, Tex., 50-mile road race.

The Battle for the Championship.

Including the last day's events at St. Louis, the standing is as follows for the

PROFESSIONAL CHAMPIONSHIP.

|                                   | 1st. | 2d. | 3d. | 4th. | Pts. |
|-----------------------------------|------|-----|-----|------|------|
| Kramer (Pierce).....              | 9    | 1   | 0   | 1    | 49   |
| Fenn (Pierce).....                | 2    | 4   | 0   | 1    | 23   |
| M. Bedell (Reading Standard)..... | 0    | 2   | 3   | 2    | 14   |
| J. Bedell (Reading Standard)..... | 0    | 2   | 3   | 0    | 12   |
| Root (Columbia).....              | 0    | 1   | 2   | 1    | 8    |
| Cadwell (Rambler).....            | 0    | 0   | 1   | 5    | 7    |
| Bowler.....                       | 0    | 1   | 0   | 1    | 4    |
| Krebs (Tribune).....              | 0    | 0   | 1   | 1    | 3    |
| Bardgett.....                     | 0    | 0   | 1   | 0    | 2    |

AMATEUR CHAMPIONSHIP.

|                       | 1st. | 2d. | 3d. | 4th. | Pts. |
|-----------------------|------|-----|-----|------|------|
| M. L. Hurley.....     | 4    | 0   | 1   | 0    | 22   |
| Burton Downing.....   | 1    | 3   | 1   | 0    | 16   |
| Teddy Billington..... | 0    | 1   | 3   | 1    | 10   |
| Charles Schlee.....   | 1    | 0   | 0   | 1    | 6    |
| Oscar Goerke.....     | 0    | 1   | 0   | 2    | 5    |
| George Wiley.....     | 0    | 1   | 0   | 1    | 4    |
| A. F. Andrews.....    | 0    | 0   | 1   | 0    | 2    |
| J. Schaefer.....      | 0    | 0   | 0   | 1    | 1    |

The system of scoring is as follows: Five points for a first, three for a second, two for a third and one for a fourth.

Samuelson at his Old Tricks Again—Heagren Worst's Father Time, Too.

Record breaking, surprises and falls were the entertainment provided for a large crowd at the Salt Lake City meet of Friday evening, August 5.

The records broken were the ten-mile competition, which was ridden in 21:29 3-5 by Samuelson, and the two-mile competition, which was lowered to 4:06 2-5 by Heagren. A quarter-mile professional was put on the card for the especial purpose of giving Samuelson a try at the world's competition record of 28 4-5 seconds, held by Frank Kramer, but Samuelson did not win it. Hardy Downing jumped into the lead at the start, with Hopper trailing him and Samuelson third. Samuelson tried to move up on the last lap, but Downing rode like a wild man and pulled away, winning by three lengths from Hopper, who beat Samuelson for the place by half a length. The time was 29 4-5 seconds.

The ten-mile lap race did not have a dull moment in it. The pace was changing constantly, with Samuelson, as usual, well up in the front of the bunch. A number of times a rider would make a burst and try to gain a lap on the bunch, but too close a watch was kept.

On the bell lap Hopper jumped to the front at a terrific pace, closely followed by Palmer. Samuelson would not be denied, and passed both on the last lap, winning easily. Hopper and Palmer had a heart-breaking finish for second money, and the game little Australian finally forced his wheel a trifle in front of Hopper. He fell exhausted from his wheel after the finish and was carried to his room. Hollister finished fourth and Williams fifth. The time, 21:29 3-5, broke the world's ten-mile record, held by W. B. Vaughn, by 9 seconds.

The two-mile lap race for the amateurs came out oddly. The starters split into two bunches during the first mile and the hind bunch was never able to get close to the leaders, who set a terrific pace. The front bunch changed the pace often, and all got a chance at the lap money. Heagren won easily, with Weiser second, Tate third and Warr fourth. The time, 4:06 3-5, broke the world's amateur competition record of 4:12 4-5, made by T. D. Grady three years ago.

One-mile novice—Hardy, first. Time, 2:41. Final half-mile amateur—C. Redman, first; Elswood, second; I. Redman, third. Time, 1:00 4-5.

Quarter-mile professional—Downing, first; Hopper, second; Samuelson, third; Agraz, fourth. Time, 0:29 4-5.

Two-mile open lap race, amateur—Heagren, first; Weiser, second; Tate, third; Warr, fourth. Time, 4:06 3-5. Lap winners—Weiser, 4; Swan, 3; Tate, 2; Halliday, 1; Mills, 2; Elswood, 2, and Heagren, 1.

Ten-mile lap race, professional—Samuelson, first; Palmer, second; Hopper, third; Hollister, fourth; Stevens, fifth. Time, 21:29 4-5.



## MOTORS WORKED WELL

**So, for the First Time, Salt Lake City Paced Race was Well Contested.**

By far the best motor-paced event witnessed this year at Salt Lake City was at the meet given on Tuesday evening, August 2. The motor-paced events in general this year have simply been a procession, in which accidents to motors have played a principal part. This time, however, there was some real racing. Up to the time Stevens lost his pace in the last half-mile it was anybody's race, and was contested bitterly by all three riders.

Achorn was to have been paced by Heagren's motor, but something went wrong with it just before the race, and W. A. Samuelson's motor was substituted. Achorn drew the pole, and as the gun sounded he got away in the lead, with Williams right behind and Stevens some distance to the rear. Williams, paced by T. M. Samuelson, made a great effort to pass Achorn right after the start, but the latter held him safely up on the bank until Williams was forced to drop back. In the second mile Williams, after a two-lap sprint, succeeded in getting by Achorn, who was handicapped slightly by having no roller back of his motor.

Chapman also brought Stevens up with a rush, and he too passed Achorn and made a gallant bid to get by Williams, but the latter staved off his rush for the time being. In the fourth mile Williams began to feel the effects of the pace, and came near losing his pace several times. Chapman, seeing this, pulled Stevens up and tried to take him past, but Stevens was all in also, and dropped his pace, although he picked it up immediately. Stevens made one more game effort in the last mile, but the strain had been too great, and Williams won by half a lap, with Stevens second and Achorn third, a lap behind.

Samuelson did his usual stunt in the two-mile open lap race for the "pros." Burris jumped into the lead at the start and led for six laps, when Staver came up and secured five laps at a dollar each. Palmer then shot to the front, closely pursued by Achorn, and took two laps, after which Achorn took one. Samuelson then started his sprint, and pulled away at least twenty lengths in the lead and finished sitting up.

The fight for second money was very close between Hopper and Hollister, the former winning, while Hoffman took fourth place and Stevens fifth.

In the one-mile amateur handicap Fred West, a comparatively new comer, who rode from the 60-yard mark, won his heat and the final in splendid style. Both the Redman brothers qualified in their several heats, and in the final had little difficulty in catching the bunch. Iver pulled Carl up to the front of the bunch and dropped out. On the bell lap it looked as if Carl Redman had the race

put away, but West trailed him closely until the last turn, when he rushed past on the outside and won by less than a foot, with Halliday third and Agraz fourth.

The half-mile consolation amateur was run in two trial heats and a final. Both the trial heats were slow, but in the final Weiser made a pretty ride. He jumped into the lead at the start and held it all the way, winning handily from Swan, who beat Elswood for the place money.

Summaries:

Final heat, mile handicap, amateur—West, first; C. Redman, second; Halliday, third; Agraz, fourth. Time, 2:01 2-5.

Two-mile open lap, professional—Samuelson, first; Hopper, second; Hollister, third; Hoffman, fourth; Stevens, fifth. Time, 3:58 2-5.

Samuelson 1 lap, Palmer 2, Achorn 1, Staver 5, Harris 6.

Final heat, consolation, amateur—Weiser, first; Swan, second; Elswood, third. Time, 1:02 3-5.

Five-mile match race, motor paced—Williams, first; Stevens, second; Achorn, third. Time, 8:17 4-5.

### Garden City Captures Relay Race.

After a hard ride, the Garden City Wheelmen defeated the Capital City Wheelmen by half a mile in the 50-mile relay race at San Jose, Cal., on July 31. The race was run in relays of five miles, and the time was 2:31:30. It was the best relay race ever witnessed in San Jose, and up to the eighth relay was either team's race. In the third relay Berryessa, of the Garden City team, gained a lead of an eighth of a mile, but Ricard, of Sacramento, cut this down in the fourth and finished a few feet ahead of Peterson.

At the beginning of the eighth relay Showalter was given a lead of thirty feet, and he increased it to three-eighths of a mile. The Capital City Wheelmen could not overcome this. Diffenbacher increased the lead to half a mile. Showalter rode his five miles in 13:22. The fastest relay ridden.

### Half Century Run for Pleasure.

A big force of participants, it is expected, will take part in the half-century pleasure tour of the Century Road Club of America to-morrow. A very moderate pace—only seven or eight miles an hour—will be maintained, thus enabling even the weakest riders to survive and win the gold souvenir medals. Twenty clubs will compete for the two silver loving cups to be awarded to the organization making the best showing.

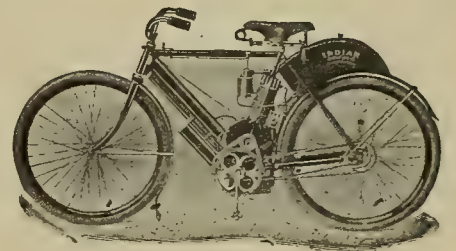
The start will be made at 9 a. m. from Bedford Rest, Brooklyn.

### Outing for Yale Wheelmen.

To-morrow the Yale Wheelmen, of Baltimore, Md., will give their annual 'bus party to Rose Bank, on the shores of Black River. A 'bus has been chartered for the ladies and non-wheeling friends, while the club members will make the trip by wheel. The Yale Banjo and Mandolin Club will accompany the 'bus contingent, and an athletic programme of a baseball match, swimming and rowing races has been arranged.

One more  
added  
to the long list of

# INDIAN VICTORIES



Out of fourteen starters in the Second Annual Reliability Run of the Pacific Coast Motor Cyclists, held at San Francisco, July 31, nine finished; of these six, or more than

Sixty per cent  
rode Indians. Six of the nine made  
Perfect Scores

and three of them rode Indians.

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Pacific Coast Representatives,  
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491 Mission St., San Francisco, Cal.



**Boston Old-Timers Run and Play.**

At least two thousand riders participated in the Boston old-time run to Atlantic last Saturday afternoon, and were entertained by a concert and athletic contests for nearly eight hours.

The efforts of Captain A. D. Peck and the example of Abbott Bassett served to bring out many oldtimers who gathered on the beach or reclined under the shade trees to swap yarns and witness the sports.

A baseball game was played between the Massachusetts Bicycle Club and a picked team, the wheelmen winning by a score of 11 to 7.

There were so many entries in the potato race that it necessitated three heats to decide the winner. The final heat was won by W. Duggan in 0:43, with Lee Abbott second.

In the tub race Fred Shackley almost reached the goal when his tub turned turtle and he gave up. Lawrence Bean won the race in 3:46, with his brother, C. W. Bean, second.

The swimming event, the most exciting event of the day, was held at 6 p. m. over a 100-yard course. E. F. Lennon, Cambridge, won by a yard from T. E. Charnley, C. W. Bean third and L. Bean fourth. Time, 1:14.

Captain Peck, who is chiefly to praise for the success of the Boston runs, announces that this is the last to be given this year.

**Appleton is C.R.C.A. Champion.**

Last Sunday Harry Appleton was declared champion of the New York division of the Century Road Club Association, with 13 points, and Joseph Eifler and G. Duester tied for the Long Island division championship, with 16 points each.

The ten-mile races for both divisions decided the winner for the season, and were held on the Merrick Road, at Valley Stream. Charles Nerent finished first in the race for the New York division, and Appleton got second place. Joseph Eifler won by a small margin from G. Duester in the Long Island division.

**Summaries:**

Ten-mile race for members of the New York division—Won by Charles Nerent; Harry Appleton, second; J. Germano, third. Time, 28:54 1-5.

Ten-mile race for members of the Long Island division—Won by Joseph Eifler; G. Duester, second; Charles Halback, third. Time, 27:34 4-5.

**Scratch Men Win Montauk Races.**

In the meet given by the Montauk Wheelmen and Athletic Club, last Sunday, on the Merrick Road, near Valley Stream, Long Island, Joseph Sexton was the only handicap man to win a race.

Sexton won the one-mile event from the 100-yard mark. W. J. Sullivan won the two-mile race from scratch, and William Cummings won the five-mile event from scratch.

**Summaries:**

Half-mile novice—Won by Martin Ross; Paul Gloser, second; Joseph Smith, third. Time, 1:59.

One-mile handicap—Won by Joseph Sexton (100 yards); William Cummings (scratch), second; W. J. Sullivan (scratch), third. Time, 3:01.

Two-mile handicap—Won by W. J. Sullivan (scratch); Joseph Sexton (210 yards), second; Joseph Smith (250 yards), third. Time, 6:04 1-5.

Five-mile handicap—Won by William Cummings (scratch); Arthur Moran (200 yards), second; Joseph Burks (150 yards), third. Time, 15:20 1-5.

**Buffalo Plans Big Labor Day Fleet.**

Buffalo is to have an attractive bicycle meet for Labor Day, September 5. The Buffalo Cycle Trade Association has secured the Tonawanda Driving Park for the occasion, and the programme is composed of a 25-mile road race, which will start and finish on the track; a 15-mile scratch motor cycle race, and a list of bicycle events on the track. The prize list for the road race is headed by a piano for first place, and a horse and carriage for first time prize.

**Chicago Joint Fleet Well Attended.**

Three thousand people gathered at the Garfield Park track, Chicago, to witness a free admission race meet on August 6. It was a joint affair of the Century Road Club Association and the Chicago Motorcycle Club, and the programme was largely made up of motorcycle events.

Otto Jacoby and Herman Hultgren were the scratch men in the ten-mile handicap for the championship of the Century Road Club Association, and the former won the race by a few inches after a desperate sprint in 25:45.

Frank X. Zirbes and Anthony Nichols had it out in hammer and tongs fashion in the fifteen-mile motorcycle race. Zirbes had a handicap of thirty seconds, but could not get his motor working properly in the first few miles, and Nichols soon overhauled him. After they got close together Zirbes got his motor in good running order, and from then until Nichols's tire blew up, in the tenth mile, the men rode nip and tuck. The other contestants were lapped at least three times, and after Nichols dropped out Zirbes slackened his pace somewhat, as he saw the race was easily his. The time was 20:36.

Farmer "Bill" Blum rode an exhibition five miles behind a motor in 9:04 1-5. Summaries:

Five-mile exhibition, motor paced—Oscar Koeppe. Time, 9:25:3-5.

Five-mile motorcycle handicap—Won by Grant Hunter, C. M. C. C. (1:15); Anthony Nicholas, Aurora (45 seconds), second; St. Croix Johnson, Racine (30 seconds), third. Time, 7:47.

Five-mile exhibition, motor paced—William Blum. Time, 9:04 1-5.

Fifteen-mile motorcycle handicap—Won by Frank Zirbes, Racine (3:15); Melvin Morrison, C. M. C. C. (2:30), second; William Koeppe, C. M. C. C. (6:00), third. Time, 20:36.

Ten-mile handicap for C. R. C. A. championship—Won by Otto Jacoby (scratch); Herman Hultgren (scratch), second; Otto Koeppe (150 yards), third. Time, 25:45.



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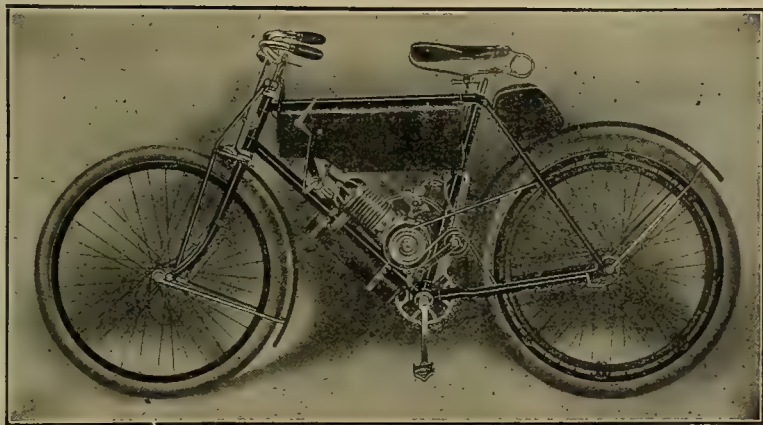
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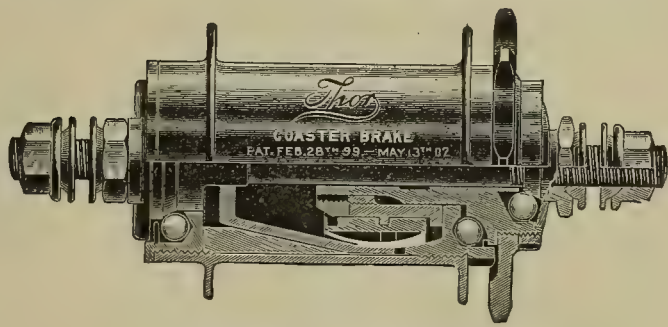
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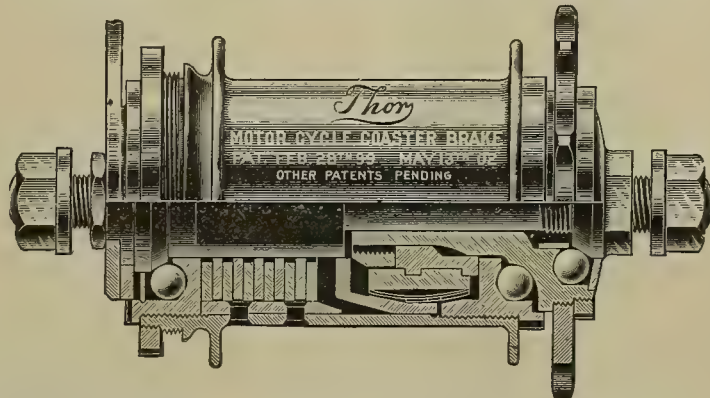
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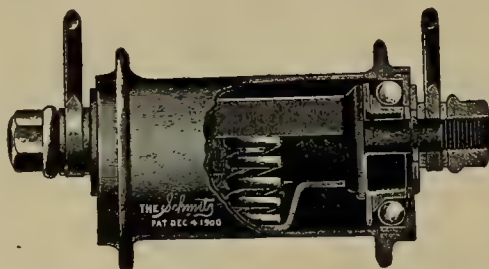
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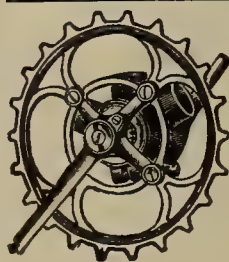
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**The Week's Patents.**

765,945. Freely Rotable Wheel with Backward Brake. Johann J. Weiler, Mörchingen, Germany. Filed November 7, 1902. Serial No. 130,402. (No model.)

Claim.—In a coasting bicycle wheel, the combination with a wheel hub, a driving wheel, a wheel shaft and a freely rotating sprocket wheel upon said wheel hub, and pawls, rotably mounted in said sprocket wheel, of a brake lever rotatable on said wheel shaft, a slide guided upon said brake lever, means to rotate said pawls and means on said slide to engage with said pawls in certain positions of the same.

766,010. Cycle. Leopold Zelenka, Mistek, Austria-Hungary. Filed October 13, 1903. Serial No. 176,902. (No model.)

Claim.—1. In a cycle of the character described, a top frame tube extending over the back wheel, a bracket fixed to the same and to the back fork ends, a shaft held at the rear end of the bracket behind the back wheel, a driving sprocket wheel and crank carried by this shaft, crank pins fixed on the sprocket wheel and crank, pedal levers pivoted at their upper ends to the said top frame tube and at their lower end to the pedal levers, substantially as therein set forth.

766,277. Bicycle Gearing. Hyla F. Maynes, Corning, N. Y. Filed March 25, 1904. Serial No. 199,926. (No model.)

Claim.—1. In bicycle gearing, the combination with a wheel hub, a stationary axle therefor and a power transmitting element, of two sleeves geared together to rotate at different relative speeds, friction clutch rings carried by said sleeves, and operated longitudinally by the rotative movement of said sleeves, and means operated by movements of the power transmitting member for limiting lateral movement of the high speed clutch ring.

**Belz Leaped Once Too Often.**

Oliver Belz, better known as "Daring Belz," died at the Buffalo General Hospital on July 30 from injuries sustained in a fall of forty feet from a trestle at Crystal Beach the day before. Belz for two weeks past had been making a flying bicycle leap from a trestle, and in trying to perform his act he fell. His bicycle struck the ground first and he hit the wheel. Belz was brought to Buffalo and taken to the hospital, where it was found his back was broken and there was a fracture at the base of the skull. Belz was eighteen years old, and lived with his mother at Ridgeway, Ont.

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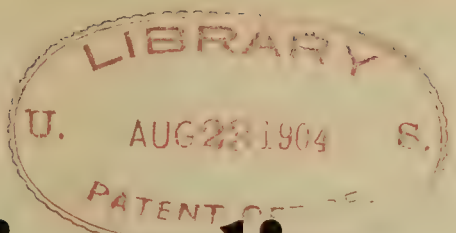
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# The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, August 20, 1904.

No. 21

## WOOD RIM PRICES ADVANCE

**Increase of Five cents per Pair Became Effective August 1—Due to Lumber Rise.**

Wood rim prices have advanced five cents per pair, which applies to all makes of rims. The new figures became effective on August 1 and will remain in force until August 1, 1905.

The increase is the second that has taken place within a year, and was not unexpected in the trade. There has been a general advance in the price of lumber, and it particularly affected the rim makers, as the qualities available for their product have been getting scarcer for a number of years, owing to the steady demand for them. Whereas a dozen years ago, when wood rims first came into use, there was an ample supply of the most desirable kinds of wood suitable for the purpose, it has long been an increasingly difficult matter to procure the desired quantity. This, with the greatly enhanced price of all kinds of lumber, as already stated, has made the present advance necessary.

## Tariff Complaints in Australia.

Complaint is being made by Australian tradesmen of the erroneous classification of cycle parts imported into that country under the new tariff. The latter is extremely complicated, and the customs officials themselves are frequently at a loss to reconcile conflicting clauses. When in doubt, however, they always levy the highest duty, thus protecting themselves in all cases.

So frequent have been the overcharges that a number of cycle importers recently waited on the Minister for Trade and Customs and asked for the redress of their grievances.

The spokesman, F. Tudor, pointed out that, while some parts of bicycles brazed and plated paid 20 per cent ad valorem, others not brazed or plated paid 10 per cent, and other parts, such as tubing, fork sides, including bent tubes (not brazed or plated), came in free. The difficulty was in connection with some of the free and 10 per cent items, which were held up because the importers would not pay 20 per cent. A mere plated screw in a head, for example, was charged at the rate of 20 per cent, while

other portions should come in at 10 per cent. The trouble was that the department was charging 20 per cent all round, because certain portions of the articles were plated and others plain.

Another speaker, a dealer named Robb, remarked that the large number of cycle builders in Victoria—some 400—had been seriously affected by the tariff, considering that prior to its inception cycle parts were admitted duty free. He appealed to the minister to interpret the tariff as favorably as possible, as under the new tariff it was found that it was in some cases cheaper to import ready made bicycles.

The minister was wholly sympathetic, and promised that the tariff would be interpreted according to schedule.

## Wade Takes Charge of German Plant.

Superintendent John F. Wade, of the Bristol factory of the New Departure Mfg. Co., will go to Germany to take charge of the company's factory recently established in that country. General Manager Rockwell has been in Germany for several months to superintend the operation of the plant, and, everything being now in readiness, Superintendent Wade has been sent for to take charge of the mechanical end of the business.

## Osaka Merchant Here.

H. M. Okada, president of Okada Bros., of Osaka, Japan, has been in New York this week in the interests of his firm, who are large general importers. For a number of years bicycles have formed an important part of their business. Mr. Okada starts west next week, and will visit the St. Louis Exposition on his way to the Pacific Coast.

## Spain Wants British Goods.

According to consular reports, there is a decided tendency in both Spain and Portugal to purchase English-made goods. The reports add, however, that it is useless to rely simply upon circulars and posted lists to obtain orders, and that a personal call is almost essential.

## Surre is on Western Trip.

W. J. Surre, assistant secretary of the Corbin Screw Co., is making his annual trip to the Pacific Coast in the interest of the Corbin Duplex coaster brake. He will stop at all the principal centres.

## N. C. T. A. GETS BIG RECRUIT

**Hartford Rubber Works Company Joins—Classification Committees at Work.**

An accession of much importance has been made to the ranks of the National Cycle Trade Association. This is the addition to its membership of the Hartford Rubber Works Company.

For a long time the membership of this large and powerful concern has been sought, but the former administration of the Rubber Works Company did not consider membership in the trade organization desirable. With the new administration, however, came a change of attitude in this respect, and on Wednesday of this week the Hartford company's application for membership was handed in, together with a check for the dues.

This is an addition that will materially strengthen the lines of the association, whose way seems now to be wholly along the paths of peace and prosperity.

The work of the various sub-committees of the classification committee is progressing promisingly, and another season will see a nearly perfect list of bona fide jobbing houses which alone are entitled to jobbers' prices. The work of separating the sheep and the goats is no easy one, however. The sub-committee on bicycles is expected to meet next week, probably on Wednesday or Thursday, at the New York offices and begin their task of list making. The next meeting of the sub-committee on coaster brakes will be held the first or second week in September.

## English Factor Sails for Home.

After being in this country for some weeks, and having concluded his business here, H. Seabrook, of Seabrook Bros., Liverpool, England, will sail from New York to-day. His firm are large cycle material factors.

## Saddle Company's Paris Manager Here.

H. H. Nelson, resident manager of the American Saddle Co., Paris, France, is in this country. Business will detain him here for probably a month.



## AUSTRALIAN TRADE ANALYSED

### Low Priced British Machines Inferior— Canadian Cycles Make Greatest Gain.

In a recent issue of the Australian Cyclist this paragraph from the English cyclist is reproduced:

"Glancing through a recent number of our Australian contemporary, we are led to ask whether British cycle manufacturers are neglecting the Australian market, for we fail to find the advertisement of a single British made bicycle. The issue in question contains full page advertisements of the Massey-Harris (Canadian) machines and of the Pope company's Columbias, while close upon a dozen small Australian makers are among the small advertisers. But the familiar names of Humber, Premier, Swift, Rover, Centaur, Rudge-Whitworth, Sunbeam and a host of others are conspicuous by their absence."

Commenting on this combined complaint and query, the Australian Cyclist says:

"Speaking of Melbourne, the largest cycling centre of the commonwealth, we do not remember at the moment of writing that any of the 'familiar names,' with the exception of the first named, are represented locally. One by one the agents for English machines have dropped handling British cycles, the tendency in these parts being toward an Australian built machine, as we have pointed out on a former occasion.

"We have never been able to obtain the definite reason for the dropping of the agencies for certain British built machines. An inquiry from us has been met with a shrug of the shoulders and a lifting of an eyebrow. Pumping the erstwhile agent a little, the assumption is arrived at that there is not sufficient profit in the English cycle. Most of the retailers prefer to get machines built up the Lord only knows where, jab on some sort of transfer, and sell them to a confiding public at a huge profit, but withal at a low price. Such men, of course, themselves build a machine of their own in several grades, which they sell under their own recognized transfer, but it is this 'unknown' machine, made sometimes in England (as we have heard), sent to Australia in the rough and finished off here, that has put the 'kybosh' on the legitimate English bicycle, sold under a recognized transfer.

"For ourselves, we are using a slightly old pattern English bicycle, sold in the earlier days for over \$150. It has had eight years' solid wear, and to all appearances is as good as the day it was built. We refrain from mentioning names, but, beyond seeing in all our travels at the most two or three machines of the same breed, of even more antiquated build still, the frame has become extinct, so far as Victoria is concerned, and the agents have dropped the agency long

ago to push a machine under their own transfer.

"Why? Because it became impossible to sell a machine at £30, and when the English price came down quality came down also. Finally, it was found that a really first class machine, built up locally from B. S. A. parts and costing £12 or £13, gave quite as much satisfaction as did the English built machine, and it paid the dealer better to handle and push such cycles. So that is why agency after agency was dropped, until but one or two remain. An occasional sale takes place, but that is during the periods when the moon assumes an azure complexion.

"On the other hand, sales of Canadian bicycles are increasing rapidly, and the number of such machines to be seen in the streets is growing from day to day. The Canadians manage things better than do the English people. Here they have their headquarters, and, having only one article to sell—the product of their own factories—the public knows exactly what they are buying.

"The locally built machine will never be ousted. Of course, duty and landing charges will ever prove a bar to the importers in their attempts to compete with the local men, but we are very much afraid that the day of the English machine is done in Australia. If it is to come again, the makers will have to 'spring off their tails' and 'take the wax out of their ears.' Even then we doubt whether they could recover the ground which they have lost."

### Openings in Eastern Europe,

There is said to be room for the opening up of a more extensive business with the countries in Eastern Europe—Greece, Turkey, Roumania and Bulgaria—where German cycle makers have carried off the bulk of the trade that is done in cycles. The Sofia Chamber of Commerce recently instituted a special bureau to furnish merchants and foreign traders with information of every kind, principally on the merchandise that Bulgaria imports and exports, on customs tariffs, and commercial taxes, means of communication with Bulgaria, cost of transport, financial standing of commercial houses, etc. It is suggested that firms already exporting to Bulgaria, as well as those desiring to establish business with that country, would do well to furnish the "Bureau des Renseignements de la Chambre de Commerce de Sofia" with their catalogues and prices, which will be placed at the disposal of those interested.

### Handy Pulley Drawing Tool.

A handy tool for detaching pulleys from the crank shafts of motor bicycles has been brought out by an English concern. Two semi-circular pieces are shaped to fit the pulley grooves, being held by two clamping screws of sufficient length to take practically every motor cycle pulley now in use; a large screw is then revolved tightly against the end of the shaft spindle. This forces the pulley off very promptly, without the risk of straining or damaging it.

## CARE OF STORE AND WINDOW

### Hints on the Arrangement of Show Room and the Display of Goods.

It has been remarked with almost monotonous frequency that store and window dressing is an art, and that it is impossible to lay down definite lines for every one. But everything about the place should be spotlessly clean and bright. Bicycles and accessories make a good display when well shown, but hardly anything looks worse than a cycle store allowed to become neglected looking.

There are two distinct rules to remember: first, do not overcrowd your window, and, second, have one distinct eye-catcher. There are not many people who really walk up a street looking at every store window. The average man or woman takes a general view, and stops only when something takes his or her attention. At the most, three machines are about as much as the average window will hold, to be well displayed, or four may possibly be got in. The smaller spaces should be taken up with accessories, and it is a good plan to mark the price of everything clearly. The public likes it, and you need not put your most expensive articles in the window.

The window, after all, is a bait for the public—an advertisement—and should show what you have best to offer, and the best of that, both in price and quality. One or two glass shelves are useful, but they should be kept clear of dust. The window should open at the back for convenience in dealing with that class of purchaser who thinks he or she is being "done" unless the same article that is shown in the window is obtained. The window must be well lit; a large electric light above, in the centre, and smaller lights placed down the side of the frame, with reflectors, will secure this. If possible, the bottom of the window should not be below the level of the foot of the glass, so that the bicycles should be wholly visible.

In the store itself plenty of room should be left for people to move about in, and for the machines to be inspected. It is annoying to customers to find themselves in imminent danger of knocking a bicycle over at any moment. Presuming that space is valuable, and that the most has to be made of it, a fine arrangement is to have a good row of models, slanting against the wall—preferably on a dais about six inches high, so that they can be investigated without too much stooping.

Accessories can be well shown in cases, or, if there is room, on a special stand. A person coming in for one article will often buy another on seeing it temptingly displayed. A few tasteful showcards, nicely displayed, add to the appearance, but they should refer only to articles you are anxious to push.



## RETROSPECT AND FORECAST

### English Cyclist Indulges in Both re the Motorcycle—Constrnctional Changes.

In a leading editorial the English Cyclist comments at length on the present status of the motorcycle, and indulges in prophecy regarding its future. It reaches the conclusion that, bearing in mind the fact that it has reached its present stage in three years, its progress has been extremely gratifying and all that could be expected; and as it cites figures to show that there are more motorcycles in Great Britain than automobiles, this view will scarcely be dissented from.

It goes on to discuss the improvements that are likely to be made, and winds up by predicting that the multiple cylinder engine will eventually become the accepted construction.

"Motorcycling is, roughly speaking, only some three years old," it says. "It is true that motorcycles were used in England in 1896—that is, at the same time that the law permitted motor cars to be used—but they were very few in number, and nearly all of them were tricycles. Some motor bicycles were made, but they scarcely got beyond the experimental stage, and most of those interested in them gradually dropped off and turned their attention to the car, or else relinquished experimenting altogether for the time being.

"Some three years ago, however, motorcycling began to develop rapidly, but as the use of motor cars had proceeded steadily from 1896, it would scarcely be expected that in three years the motorcycles should outnumber the cars. We reproduce some very interesting figures, in which it is shown that on Midsummer Day there were 21,500-odd motorcycles and 18,300 motor cars in use in England, Scotland, Ireland and Wales. Those who doubt the future of motorcycling should ponder over these figures. It is true that 21,500 is not a large number, but when we recollect how young the pastime of motorcycling is we think it must be admitted that it has made very satisfactory progress. Those who imagine it will develop no further—and there are many who think this—seem to forget that the motorcycle itself is in its infancy.

"As a mechanical development it is, from the cycle point of view, scarcely past the boneshaker era; in any case, it is, in the eyes of the general public, at least as dangerous as was the high bicycle in the early days of the pedal cycle era. Every one whose experience carries him back to these days will admit that cycling would never have become as universal as it has had the solid tired tricycles and solid tired high bicycles remained the only form of cycle. It was the rear driver and the pneumatic tire which made cycling the pastime of the multitude, of the middle aged as well as the young and athletic; of girls and women as well as of hearty

young men. At the moment, the motor bicycle does not appeal to many people who have passed their first youth; it is too fast and requires more nerve and occasionally more strength than the average man of middle age finds it pleasant to provide. It is true that the tricar and the forecarriage have been greatly improved within the last few months, and there is no doubt whatever that these machines have a great future before them, and so unquestionably has the motor tricycle, but improvements are being constantly made, and will certainly continue to be made for some years to come.

"At the moment the three points at which development is mainly wanted are: (1) The insulation of the rider from the vibration of the road; (2) balanced engines, so that there is practically no vibration from the motor, and (3) reduction in weight without decrease of power. This last requirement applies mainly to the motor bicycle. Weight is not so objectionable with a stable machine like a tricycle, either in the single or double form, as the rider has not the labor of supporting it when dismounted.

"So far as springing is concerned, there is no question whatever that all motorcycles will eventually be sprung so that the rider receives practically no vibration from the road. So far as can be seen at present, it would appear that the pedal bicycle has attained about the limit of speed at which it is possible for an unsprung machine to be used on an ordinary road without discomfort to the rider. The present pneumatic tires on motorcycles, large as they are, are not very good interceptors of road vibration, and there is no doubt that if the machines were properly sprung tires could be made smaller, though, of course, no less strong than they are now.

"As to the balancing of the engine, many single cylinder engines are remarkably smooth in running, and, though multi-cylinder engines will be used on motorcycles, we do not go so far as to assert that four cylinder engines will become common on the motorcycle, though we should not be surprised at this; but there is no doubt that two cylinder engines of the opposed type will largely be used. Engines of this pattern will run almost as smoothly as the best balanced four cylinder engine. One or two English motor cars have been fitted with engines of this kind, and quite a number are made in America. These all run with remarkable smoothness, and we hope the two cylinder opposed engine will not be neglected by those motorcycle manufacturers who are striving after perfection. It is certainly the simplest form known at present by which a really smooth running engine can be attained.

"We might continue almost indefinitely to point out how motorcycles are being, and will yet be, improved. The fact which we wish to bring home to our readers is that with a machine which is admittedly in its infancy there are already over 21,500 users, for it must be remembered that people do not register motorcycles unless they intend to use them."

## STAYS NEED STRENGTHENING

### On Some Machines, to Take the Strain of Coaster Brakes in Hilly Sections.

Perfect as the coaster brake is in its practical working, one detail that appears to have been overlooked in at least a few instances is the strengthening or reinforcement of the rear stays.

Where long and extremely steep hills are encountered there is sometimes danger of the arm of the brake drum bending the rear stays. In a hilly location a machine with bent rear stays that was being repaired came to the attention of a *Bicycling World* man not long ago.

"That machine happens to have very light tubing in the rear stays," said the repair man. "But I have many cases of this kind. So long as the brake is in good working order and the rider applies it gradually no damage is done, even on our steepest hills. Sometimes, however, a brake will bind or skid the wheel, particularly after it becomes heated on a long, steep descent; and when this occurs such a strain or pull is exerted on the rear stays that they are pulled and bent out of place."

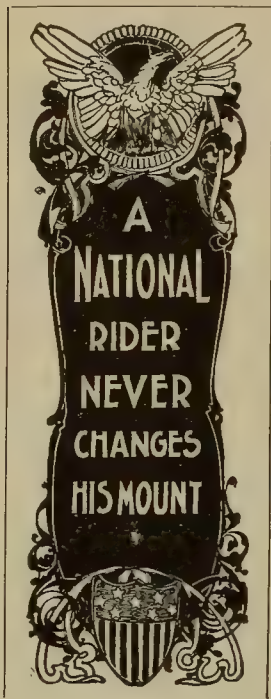
### Hardening with Animal Charcoal.

It is said that far better results can be obtained by the method described below than by the ordinary way of casehardening with prussiate of potash or the use of bone dust, which, unless it is done by experts, gives some very doubtful results; and even when done by experts, metal so casehardened often fails to bear a crushing strain. The method is as follows:

Obtain the leather tops of old saddles, belts or gear cases, or any waste leather, and cut them up to about  $\frac{3}{4}$ -in squares. A hacksaw will be found useful to cut up tough leather. Then get a common flower pot, put some fine ashes in the bottom, pack the pieces of leather closely in till it is about three-quarters full, and then fill it up with more fine ashes. Put the pot on the kitchen fire an hour or two before retiring for the night, and let it remain until the morning. When you take it out, you will find you have a fine lump of pure animal charcoal. Powder it up finely by rolling something cylindrical over it, then add to it a third of its weight of salt, mix thoroughly, and you have your casehardening mixture.

Place in a tube packed with this fixture iron or mild steel articles requiring casehardening, and plug the ends of the tube with clay. (A tin box with a tight-fitting lid will do.) Place in a bright red fire for an hour or two, when the carbon will have penetrated to a depth of one-sixteenth of an inch. The longer it is kept in the fire the deeper will the carbon penetrate. You will find on hardening the articles that they will become thorough glass hard, and will temper to any degree required.





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**Chicopee Falls, Mass.**



# THE BICYCLING WORLD

FOUNDED 1877  
and MOTORCYCLE REVIEW

In which is Incorporated  
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NEW YORK, AUGUST 20, 1904.

## Quality Dropped with Price.

It has long been a mystery to English makers why their goods have steadily lost ground in Australia of late years, while American—and especially Canadian—machines have made steady progress in the favor of the Antipodian riders. They cannot understand it. They formerly dominated the Australian market, and, according to their way of thinking, that is sufficient reason why they should continue to do so till the crack of doom.

A flood of light is shed on the matter by the article from the Australian Cyclist, reproduced in another column. A number of reasons are given, some of them rather vague; but one stands out clear and luminous—to wit, that when English prices came down from \$150 quality came down with them! There is nothing ambiguous about that. The \$60 and \$70 English machines are not worth the price asked for them. American—that is, Canadian and United States—machines of better quality are procurable for the same, or even less, money, and it did not

take the Australians long to "get on to" the fact. When their eyes were opened crash came the English trade. It was a dead cock in a pit, and this is why English machines are no longer either advertised or sold in Australia.

Incidentally, it goes far toward explaining the heavy purchase of American bicycles that have been noticeable for a year or more.

## Give Practical Instructions.

For several years past many of the catalogues and descriptive literature dealing with high grade bicycles have been devoted chiefly to the specifications and illustrations of the different machines and parts, with never a word as to their adjustment or manner of construction.

"Leave the machine alone, it needs no attention," has been too often the keynote of the trade's advice. True, it is that machines leave the factory in perfect shape in nearly every instance, but this does not imply that a machine will not loosen up in places and need adjustment at some time or other. Then the rider, if he is mechanical, naturally refers to the catalogue in the hope of finding a cut or description of the part. In too many cases he fails to find even the slightest clew as to how to take the machine apart or to make the required adjustment. He does not know whether a screw or nut has a right or left hand thread, and before he can find out he may have spoiled or marred the part.

It is well enough to say a machine requires no attention or to take it to the repairman, but it should be remembered that there are riders who live in isolated districts and who cannot easily take their machines to a repair shop, but who might easily look after a few adjustments themselves, and it is for these we speak.

There is also, however, the mechanical enthusiast, who delights in looking after his machine himself, who trusts no repairer and gets his machine in better trim than a repair man would put it. He studies each part of his bicycle, and knows it like a book; he is willing to spend an hour in getting a bearing "just right." In the palmy days nearly every rider knew the mechanics of bicycling; the catalogues and trade friends gave him this education. If there was more attention paid to this matter there might be more high grades and fewer cheap wheels ridden. No man who is mechanical will tolerate a cheap or poorly constructed bicycle. Instructing and explaining to riders the construction and adjusting of machines gives them a mechan-

ical taste and a longing for and appreciation of the best.

It is argued that bicycle construction is pretty well understood nowadays. This may be so in the case of old riders and the chain wheel, but cushion frames and forks, two speed gears, chainless gears and coaster brakes are mechanisms that sometimes baffle even an expert when he sets about their adjustment the first time. Only a few days ago a Bicycling World representative dropped into a metropolitan repair shop and found a repair man with a fine reputation puzzled over a chainless mechanism which could have easily been briefly illustrated or described in a catalogue, but for which the book supplied to dealers was inadequate.

## A Never-Ending Season.

To the picture-taking bicyclist, the riding season never ends. No matter what the weather conditions may be, he is always prepared for a run, so long as the roads are firm. To him the country is beautiful at all times and seasons, for a camera educates one to observe and appreciate many beautiful details of a scene or landscape, that most people fail to see.

The rider who carries a camera is the rider who uses a moderate gear, a comfortable saddle, and the bicycle that has all the latest improvements, that tend to increase comfort and pleasure. He sits up straight and is kept busy studying and viewing the beautiful scenes on all sides; he has no desire to get down over low bars or to follow a motor. He thoroughly enjoys his bicycle ride or tour, and lives it all over again when he develops his films or plates, or prints his pictures.

To the tourist, the camera is indispensable. His pictures are imprints of views and incidents that recall the pleasures of his travels over and over again.

## Too Smart Salesmen.

It is an axiom among "smart" salesmen that they are able to sell customers such goods as they wish to get rid of, rather than the ones the customers desire. Some salesmen put, and many try to put, this precept into practice. But among the really sagacious salesmen it is recognized that this object must never be attained through direct means.

Nothing is so fatal to success as to permit a customer to see that the salesman is trying to sell certain goods to the prejudice of others. Many customers are naturally mistrustful, and even the most confiding are



liable to be roused to suspicion by a too obvious "play" in favor of certain goods.

How often will a man go into a store with an open mind, actually seeking advice regarding the merits of the article he is interested in only to have his suspicion raised and his hostility aroused by the injudicious partisanship of the salesman, who lauds one article without stint and without discrimination, at the same time "running down," either by innuendo or downright dispraise, other makes of the same article? Some customers are "easy" enough to take such talk meekly and buy as the salesman wishes them to do. But the great majority are likely to take an opposite course, and vent their displeasure on the salesman by refusing to buy at all.

A tactful salesman might well have attained precisely the same object by going about it in a different manner. By listening to the customer and finding that he had no predilection for any particular make, and then by a diplomatic presentation of the claims and merits of the one he wished to sell, the chances are all in favor of his carrying conviction with him and thus effecting his purpose.

Grumbling Does Not Pay.

Few things do more to detract from the pleasures of a bicycle tour or trip than to have a companion or member in the party who constantly complains. The wheelman who is everlastingly finding fault with the roads, who is never suited with his meals or lodgings or who can never see the bright side of things robs himself and his companions of all the enjoyment that the outing affords.

Travellers, and bicycle tourists in particular, can never expect to find all conditions just as they might be desired, and one of the first things for the novice to learn is that grumbling and complaining does no good. Not until he accustoms himself to take things as they come will he thoroughly enjoy his trips.

Some Wet Weather Hints.

Bicycling in the rain is seldom indulged in, and certainly rarely if it can be avoided. Occasionally, however, the tourist is caught in an out of the way place, and business matters, lack of railway facilities and other conditions compel him to ride in the rain on soaked roads. One of the most disagreeable features of such a run is the mud, water and grit that works itself into the chain and bearings. A good way to prevent this, if not entirely, at least in a great measure, is to

take vaseline and apply it liberally to all places where water can work itself into the bearings, especially the chain. While grease and oil is to be avoided ordinarily, chiefly for the reason that it collects dust, just the reverse is true for water and mud.

On oily or greasy surfaces mud and water will not adhere, consequently it runs or drops off before it has a chance to accumulate or work itself into the bearing. It is also a good plan to rub oil over the whole bicycle before riding in wet weather, as this preserves the nickel and prevents the formation of rust spots.

Pace and the Novice.

Riding too fast is probably the most frequent error that is made by the novice or inexperienced tourist who starts on a long run. The vast difference that a mile or two more or less an hour makes, especially where the road is smooth and level, is known only by those riders who have had long experience.

Frequently, a rider's thighs, calves, knees or other parts of his legs will begin to ache and feel sore. This is caused in almost every case by the rider going at too fast a clip, and if he cuts down his pace, even if it is but slightly, he will find in nearly every case, that the lameness or soreness soon wears off, and that he is then able to continue on his journey, hour after hour, with but little inconvenience.

The present is a good time to look closely after collections. Several of the best riding months are yet to come, during which the rider will be more inclined to "pay up." But then comes the closed season, when getting money from some debtors will be like wringing blood from a stone. Strike now, while the iron is hot, and get your accounts in shape, in order that you may, in turn, be able to square accounts with your creditors. They will, as is only natural, be anxious to make all possible collections from you, as funds will be needed for the manufacturing season, and they will make urgent demand upon the retailer for remittances, and the latter should prepare himself for them.

When the coaster brake first came into use it was predicted that frames and wheels would have to be materially strengthened to withstand the ensuing strain, or there would be wholesale breakages. Nothing of the kind happened, however, and the gradual adoption of the coaster brake has not resulted in an increase in weight.

FIXTURES

August 20—New York Reunion and Parade.  
August 27—Lawrence, Mass., 10-mile road race.

August 27 and 28—New York, C. R. C. of A. Combination Moonlight and Double Century Run.

August 27—Boston, Mass., Massachusetts Division C. R. C. of A. moonlight century to Providence, R. I., and return.

August 28—New York Motorcycle Club's open run, New York to Philadelphia and return.

August 28—New York, C. R. C. of A. 100-mile record run.

August 31—Springfield, Mo., bicycle and motorcycle meet.

September 3—London, Eng., World's championships.

September 5—Buffalo, N. Y., 25-mile road race and race meet.

September 5—Lafayette (Ind.) 8-mile road race.

September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.

September 5—Denver, Col., road race.

September 5—Detroit, Mich., 25-mile Belle Isle road race.

September 5—New York, C. R. C. of A. 25-

September 5—Cleburne, Tex., 5-mile road race.

September 5—Williamsport, Pa., 14-mile road race.

September 5—Bloomington, Ill., 20-mile road race.

September 8-10—London, Eng., World's championships.

September 9 and 10—Boston, Mass., twenty-fifth annual "Wheel About the Hub" of the Boston Bicycle Club.

September 10—Toronto, Canada, road race.

September 10—Atlanta, Ga., 20-mile road race.

September 12—Baltimore, Md., Logue road race.

September 18—C. R. C. A. 50-mile open road race, Long Island.

September 18—New York, C. R. C. of A. 50-mile open road race, Long Island.

September 18—Milwaukee, Wis., road race.

November 24—New York, Brower Wheelmen's annual road race.

November 24—New York, C. R. C. of A. 100-mile record run.

November 24—San Antonio, Tex., 50-mile road race.

The Battle for the Championship.

The standing in the points table for the professional championship is as follows:

|                                 | 1st. | 2d. | 3d. | 4th. | Ttl. |
|---------------------------------|------|-----|-----|------|------|
| Kramer (Pierce).....            | 10   | 1   | 0   | 1    | 54   |
| Fenn (Pierce).....              | 2    | 4   | 0   | 1    | 23   |
| M. Bedell (Reading Standard) 0  | 3    | 3   | 2   | 17   |      |
| J. Bedell (Reading Standard). 0 | 2    | 4   | 0   | 14   |      |
| Root (Columbia).....            | 0    | 1   | 2   | 2    | 9    |
| Cadwell (Rambler).....          | 0    | 0   | 1   | 5    | 7    |
| Bowler .....                    | 0    | 1   | 0   | 0    | 3    |
| Krebs (Tribune) .....           | 0    | 0   | 1   | 1    | 3    |
| Bardgett .....                  | 0    | 0   | 1   | 0    | 2    |

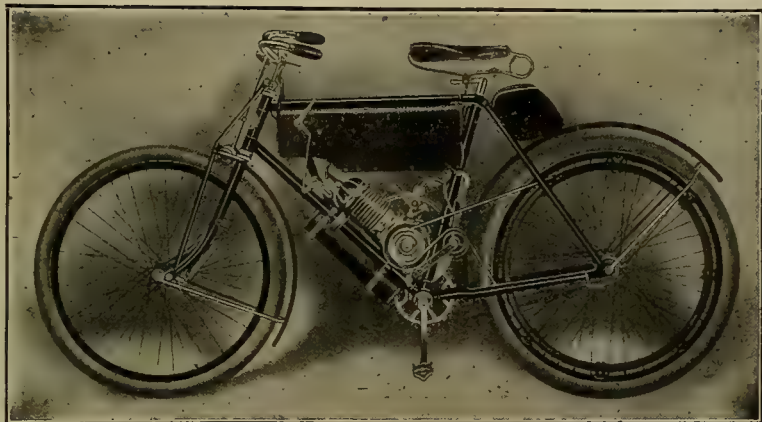
The system of scoring is as follows: Five points for a first, three for a second, two for a third and one for a fourth.



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## PENN SACRIFICES TO KRAMER

**And Makes Some Tart Remarks About it  
—Zanes Fouls Hurley and is Suspended.**

Frank L. Kramer won the five-mile N. C. A. circuit championship event last Sunday at Vailsburg, but it is more than likely that the five points for winning the race might have gone to one of the Fogler-Dorlon combination but for the heroic pacing of Fenn. The "pony team" were very much interested in the three \$10 prizes offered for the leader at the end of each of the first three miles and the \$5 for the leader at four miles. Schreiber and "Flying Dutchman" Krebs both wanted the first \$10, but Dorlon outsprinted them, his time for the mile being 2:06 1-5. Bardgett went out and took the second \$10, but Fogler was too fast for his team mate and Krebs at the end of the third mile.

Fogler kept on after winning the third mile prize, and also won the first lap prize in the first lap of the fourth mile, Dorlon taking the next one. They let Guery win the lap prize for the fifteenth lap, but Fogler took the fourth mile prize, Dorlon leading at the end of the next lap. The pair had obtained quite a lead and no one appeared very anxious to go in pursuit, so Fenn had to chase them by himself. He finally overhauled the "pony team" after a mile of hard riding. McFarland, with Root at his heels, began to sprint as he entered the homestretch of the bell lap, and he cut out a terrific gait to the eighth pole. Following Root were Menus Bedell, John Bedell, Fenn and Kramer. When Fenn saw McFarland put his head down and begin to sprint, the "Boy Wonder" started after the Californian so fast that Kramer was almost shaken off in front of the grandstand. The champion followed his team mate around to the backstretch, where Fenn pulled Kramer up even with the Bedells and then swung up the bank. Kramer had a long chase through the backstretch, but he managed to get up alongside Root as the Bostonian left McFarland's rear wheel and started out by himself at the eighth pole. Root gave the champion a great fight around the last turn, but Kramer's strength enabled him to lead into the stretch. Kramer slowly drew away from Root in the straight, as did the Bedells, and Kramer won from Menus Bedell by a length, with John Bedell third, two feet ahead of Root.

Kramer's victory was a very popular one with the six thousand spectators, and he rode around the track once after finishing while the crowd stood up and yelled its approval. After the race it was said there were some words in the Kramer-Fenn dressing room between the team mates over the persistent manner which Kramer had saved himself during the race. Fenn is credited with the very laudable ambition of finishing second in the championship table, and he did not like the idea of having to do all of the "donkey work" while Kramer reaped the victory and its resultant applause. Rumor has

it that Fenn told Kramer: "I'm going to win some more of these championships myself before the season is over," but there is a total absence of what Kramer said in reply. One thing is sure—that if any more flat tracks like the Stadium oval at St. Louis are encountered, Fenn will win just as many championships as he pleases, unless he falls.

Neither Fenn nor Kramer appeared to ride in the one-mile handicap, and when the crowd yelled for them Announcer Fred Bunz told the spectators that "owing to their strenuous exertions in the five-mile race Fenn and Kramer will not ride in the handicap." One of the bleacherites replied, "Kramer's work wasn't strenuous," but the champion stayed in his dressing room. Twenty-five men lined up on their marks, Lang, Benfer and Meade taking the lap prizes. Root paced McFarland in this race, and the Bostonian led the back markers at the bell, being ten lengths behind Meade at the time. McFarland followed Root until the latter swung up on the backstretch. Menus Bedell and his brother John were trailing the Californian, but the race was so fast that they could not make up any ground on him, and he won by a length and a half. McFarland's time from the 40-yard mark was 1:51 3-5, which is one second faster than the best previous American competition time. The three-quarters of a mile consolation had fifteen starters, and Kastendieck won both of the lap prizes. Schreiber led into the stretch, and finished a scant wheel ahead of Krebs, who was a foot ahead of Cadwell.

James Zanes, of Newark, gained much undesirable attention as a result of his foul riding in the two-mile amateur handicap, and he richly deserved the suspension of thirty days which was placed upon him. The race had thirty-six starters, Hurley, Downing, Schwab and Lee being the scratch men. The field bunched in the second mile, and Lee led at the bell, with Zanes behind him. Hurley started to ride around the pair as they entered the backstretch, when Zanes swung up the track and almost into the New York Athletic Club rider. Hurley straightened out and began to sprint again, and once more Zanes swerved up the track, this time bumping into Hurley and taking several spokes from one of his wheels. The amateur champion seemed to think he had had enough of "rough riding" for one race, and rode slowly around to the entrance to the training quarters, but did not go to the referee to enter a protest. Hurley waited for Zanes when the latter went into the training quarters, and it took the united efforts of two of the professionals and one of the trainers to prevent Hurley from punishing Zanes. Hurley was furious, as he had good reason to be, and wanted to fight very badly, in spite of the fact that his left wrist was still bandaged. The referee had been watching Zanes when he was fouling Hurley, and the announcement that Zanes had been suspended for a month was received with cheers by the spectators. With Hurley out of the running, Downing seemed to be a sure winner, but his chain jumped from the sprocket a few yards before the tape, and the

Californian coasted over the line. David Mackay, of the Bay View Wheelmen, won the race from Oscar Goerke, of the National Athletic Club, by a scant wheel.

The two-man, one-mile amateur team race was divided into four heats, as there were fourteen pairs entered. Billington and Schlee won the first heat in 2:23 from Rockowitz and Schwab and the Wickstrom brothers. Lee and Zanes disposed of Bichette and Sherwood, and Rupprecht and Franks, in the second heat, in 2:50 3-5. Hurley rode with Goerke in place of Gus Perden in the third heat, and Downing and Lemberg, Spain and Coffey, and Ayres and Ashurst were shut out in 2:29 4-5. Dove and Penn won the fourth heat in 2:25 from Marnello and Charles, Wittey and Miller, and Mackay and Kluczek. The heat winners were the starters in the final. Goerke and Hurley led at the bell, and Zanes pulled Lee up to Hurley's side on the first turn of the last lap. Lee led into the backstretch, but Hurley left Goerke and went after Lee. Hurley caught Lee before the eighth pole, and led from then on, winning from Lee by a length and a half. Penn fell as he neared the tape, and Billington ran into him and smashed his bicycle so he could not ride in the handicap, but he escaped injury. Summaries:

Half-mile novice—Won by J. F. Tulley, New York; Alfonse Bry, New York, second; Henry Johnson, New York, third. Time, 1:18.

Two-man team race, one-mile amateur—Won by M. L. Hurley, N. Y. A. C., and Oscar Goerke, National A. C.; W. R. Lee, New York, and James Zanes, Newark, second; M. T. Dove and W. A. Penn, New York, third; Charles Schlee, National Turn Verein, and Teddy Billington, National A. C., fourth. Time, 2:28 2-5.

Two-mile handicap, amateur—Won by David Mackay, Bay View W., Newark (30 yards); Oscar Goerke, National A. C., Brooklyn (60 yards), second; Charles Franks, Newark (90 yards), third; Joseph Wittey, Newark (120 yards), fourth. Time, 4:12 1-5. Lap prize winner, Alfonse Bry, New York.

Five-mile N. C. A. circuit championship, professional—Won by Frank L. Kramer, Pierce team; Menus Bedell, Reading Standard team, second; John Bedell, Reading Standard team, third; E. F. Root Columbia team, fourth. Time, 10:58 3-5. Mile prize winners—Fogler, 2; Bardgett, 1; Dorlon, 1. Lap prize winners—Dorlon, 3; Bardgett, 2; Embleton, 2; Kastendieck, 2; Fogler, 1; Collett, 1; Lang, 1; Meade, 1; Guery, 1, McFarland, 1.

One-mile handicap, professional—Won by Floyd A. McFarland, Tribune team (40 yards); Menus Bedell, Reading Standard team (40 yards), second; John Bedell, Reading Standard team (20 yards), third; Tom Butler, Boston (100 yards), fourth. Time, 1:51 3-5. Lap prize winners—Lang, 1; Benfer, 1; Meade, 1.

Three-quarter-mile consolation, professional—Won by G. C. Schreiber, Tribune team; Floyd Krebs, Tribune team, second; Frank J. Cadwell, Rambler team, third. Time, 1:35. Lap prize winner—Kastendieck, 2.



## HURLEY LOST TO DOWNING

**Californian Captured Miss-and-Out Race After Hotly Contested Struggle.**

By adopting the ideas compelling good competitions, so successfully carried out at Vailsburg, N. J., this year, a good sized crowd was kept on its feet during the whole six miles of the amateur miss and out race at Manhattan Beach last Saturday.

The plan of this race, which was once tried so successfully on the Jersey track, was to have a prize for the leader of the most laps and to have the rider who was last at each lap drop out and the race continue until only two were left. This was a race with anxiety in it—anxiety, constant and keen for both riders and spectators as to who would be last across the tape.

Nineteen riders started in this novel race. Two dropped out by falling in the second lap, but this was evened up in the fourth mile, when the judges were unable to pick the last man and let all remain. Coming to the tape, every time the riders bunched and rode as if it was the finish, occupying nearly the whole width of the track in the effort not to be behind. Once, in the third mile, Champion Hurley was not more than six inches from the "dead line," represented by the rear tire of another rider. It was a bruising race all the way, and it was not much of a surprise when Hurley was dropped in next to the last lap. It was Lee who did this, making a great sprint with Downing on his wheel. Lee and Downing made a fine duel of it in the last lap, Downing winning by only a few inches.

The new teaming combination, Root and McFarland, was seen at work for the first time in the two-third mile dash. McFarland and Root declared for team work in the final, as did Fenn and Kramer. Root carried McFarland to the front early and kept him there, while for half of the second lap Fenn and Kramer were shut in behind their rival pair. In the third turn of the last lap Fenn and Kramer got out, Fenn pulling the champion rapidly to the front. It was a humming finish, and Fenn had all he could do to get Kramer in front of McFarland and keep him there, and yet not win himself. He had no chance to pull out of the way, being on the pole, and he and Kramer came up to the tape nearly abreast with McFarland lapped on them. Kramer won from Fenn by a few inches, and McFarland was third by about a length.

The one-third of a mile dash for amateurs furnished hard riding from the first heat to the final. The limit men all went out and did their prettiest, and, as it proved, the handicapper had given them a few yards the best of it. In only one of the trial heats, the slowest of all, did a scratch man win, and Hurley had hard work to qualify for the final by riding second in his trial heat. The

final was won by Penn, the negro of the Calumet Wheelmen, by three lengths from Schwenke. Hurley and Downing, the scratch men, were fifteen yards back.

The Hook handicap, at one mile, for a purse of \$500, "all to the winner," inspired a great struggle for the money. Fenn and Kramer caught up with the bunch in the second lap. In the first turn Kramer made his bid, with McFarland fighting him every inch of the way. Cadwell, from the front ranks, also went out and rode neck and neck with the champion to the tape, both of them drawing away from McFarland, who sat up when he saw his case was hopeless five yards from the tape. Cadwell was beaten by Kramer by less than a length, and the crowd cheered loudly for his great ride.

**Summaries:**

One-third mile, novice—Won by E. Eveden, New York; C. Burnley, New York, second; William Search, Brooklyn, third. Time, 0:46 1-5.

Two-thirds mile, professional—Won by Frank L. Kramer; W. S. Fenn, second; Floyd McFarland, third; Floyd Krebs, fourth. Time, 1:39.

One-third mile handicap, amateur—Won by W. A. Penn, Calumet Cyclers (35 yards); A. Schwenke, New York (50 yards), second; L. Marschall, New York (60 yards), third; Harry C. Berbe, New York (55 yards), fourth. Time, 0:38 3-5.

One-mile handicap, professional—Won by F. L. Kramer (scratch); F. J. Cadwell (60 yards), second; Floyd McFarland (40 yards), third; O. M. Dorlon (60 yards), fourth. Time, 2:00.

Miss and out race, amateur; nineteen starters, the last man at each lap retiring—Won by Burton Downing, San Jose; W. R. Lee, New York, second; M. L. Hurley, N. Y. A. C., third; M. T. Dove, Calumet Cyclers, fourth. Time, 14:35 4-5. Distance, six miles. Lap prize winner, O. Goerke.

Two-thirds mile consolation, professional—Won by John Bedell; Menus Bedell, second; E. F. Root, third. Time, 1:25.

### Labor Day Race for Williamsport.

Two road races this season stirred up so much enthusiasm and interest at Williamsport, Pa., that the dealers have decided to give another on Labor Day, September 5.

The race will be a handicap and a distance of fourteen miles. A special Reading Standard bicycle is offered as the first time prize, and a Pierce special is at the head of a large list of place prizes.

Contrary to the usual custom, a rider finishing within both the time and place prize limit will only be allowed to select one prize.

### Meet for Missouri Town.

A meet is scheduled to be held on the Springfield, Mo., fair grounds on August 31, consisting of both motorcycle and pedal-driven machine events. The Garnett Sporting Goods Co., of that town, will furnish entry blanks and particulars.

## MacLEAN DOWNED MORAN

**Hot Contest at Revere Beach Witnessed by Big and Enthusiastic Crowd.**

Before a larger and more enthusiastic crowd than has been seen for a long time, Hugh MacLean last Saturday evening defeated James Moran in the twenty-mile motor paced event at Revere Beach, Boston, Mass.

The race was run on the pursuit plan. Moran, paced by White, was at the tape, and MacLean, with Turville, drew the backstretch. At the start MacLean appeared to be going the faster, and at the end of the first mile he was a quarter lap to the good. On the fourth mile Moran almost dropped his pace, but quickly regained the foot or two he lost. Still it told, and MacLean went after him and gained yard after yard before Moran got well in behind his machine again.

On the seventh mile MacLean made a desperate attempt to pass, bringing the crowd to its feet as he gained inch by inch. The heart-breaking attempt failed, however, and MacLean was forced to drop back.

MacLean was not satisfied to trail, and on the tenth mile tried again, and with the same result, for Moran had a kick left. MacLean, however, was leading by practically half a lap.

Moran tried to get away from MacLean, and did regain more than a quarter lap when MacLean turned loose. He fairly flew over the track as he overtook Moran, and in time was again trailing.

MacLean trailed until the last mile, when Moran got away for a quarter lap. At the windup Moran rode with head bent and jaws set, but the best he could do was the quarter lap, while MacLean retained the other quarter, and that gave him first money. The time was 29:18 4-5, an average of 1:28 for each mile.

Eighteen men lined up in the ten-mile amateur open, with prizes for the leaders at each mile. The first mile was won by W. G. Holbrook, the second and third by D. Connolly. Pat Logan took the fourth and fifth. D. Connolly won the sixth, and Emil Nelson scored the seventh, while T. Connolly coralled the eighth. At the gun for the ninth mile, which was won by Collins after a hard sprint, the latter went out for a lap. In the wild chase after Collins, Logan and Downey were thrown, but not hurt. The race was won by McNeil, Urquhart was second and Collins third. Time, 24:50.

In the one-mile amateur handicap Dan Connolly, with the big handicap of 175 yards, was easily first over Emil Nelson, who started from the same mark, by a length. Matt Downey, from the 15-yard mark, was third. The time was 2:00 1-5. **Summaries:**

One-mile handicap, amateur—Final heat won by D. Connolly (175 yards); Emil Nelson (175 yards), second; Matt Downey (15 yards), third. Time, 2:00 1-5.

Ten-mile amateur, open—Won by J. A. McNeil; E. R. Urquhart, second; E. L. Collins, third. Time, 24:50.

Twenty-mile motor paced—Won by Hugh MacLean; James Moran, second. Time, 29:18 4-5.



## TWENTY-FIFTH HUB WHEEL

### Boston Veterans Will Hold Time-Honored Function on September 9 and 10.

A quarter of a century of club runs will soon be celebrated by the Boston Bicycle Club. The call for the twenty-fifth annual "Wheel About the Hub" has been issued, and it will be ridden on September 9 and 10. The call is signed by J. J. Fecitt, G. B. Young and W. B. Everett, the 1904 committee on the "Wheel About the Hub," and the whole of it is well worth reading, especially to all who revere this venerable organization. It sets forth with the following apt couplet of paraphrase:

For wheels may come and wheels may go,  
But the W. A. T. H. goes on forever.

For the rest, part of the circular letter of the committee reads as follows:

"The four hundredth run of the Boston Bicycle Club will be the time honored "Wheel About the Hub."

"Are you with us? Please reply whether you are sure or half sure that you will go or certain that you cannot. The committee wants to hear from every one, as the invitation list is to be reduced to those who appreciate it.

"A quarter century makes great changes in means of locomotion and in the appearances of individuals, but the hearts of old-timers are as young as ever, and let us hope as faithful to old traditions.

"The Grove of Pleasant Memories is partially spared to us for this year at least. The ball field is still untrammelled, Blue Hill has not been removed and the Cemetery Corner remains as of yore.

"The owners of Cedar Lodge have tendered its use in memory of our late president, Edward C. Hodges. President Dean will act as host at the festivities under the oak. At the grove all participants will be the welcome guests of the club, as usual.

"Schedule.—Friday, September 9, 10 a. m., start from corner of Warren street and Walnut avenue, Roxbury; 1 p. m., lunch at Grove of Pleasant Memories, Readville; 3:30 p. m., climb Great Blue Hill; 5:30 p. m., arrive Cobb's Tavern, Sharon; 6:15 p. m., arrive Massapoag Lake Hotel, where the night will be passed.

Saturday, September 10, 9:15 a. m., start for Cohasset; 11 a. m., arrive at Cedar Lodge; 12 m., ceremonies under the oak; 4 p. m., dinner at Kimball's, Pleasant Beach, Cohasset. Those who must leave may return to Boston by train or boat after the dinner.

"It is hoped the majority of participants will spend the night here, returning over the beautiful roads at a leisurely pace on Sunday, stopping at the hospitable home of Captain Kendall at Atlantic on the way. The doctor and Mrs. Kendall hang their latch-string out and welcome all. This is a feature of the tour, and makes a most fitting place to say farewell. If for any reason you

hesitate about sending your acceptance, remember:

"The deep apple pie and whipped cream.  
"The game of alleged baseball.  
"The shandy gaff at Rider's Rest.  
"The beaming faces of the Cobb girls.  
"The telephone across the lake.  
"The rustic fence near the oak.  
"The last hill.

"Bags and packages may be sent in care of J. E. Cushing, corner Warren street and Walnut avenue, Roxbury, who, with his usual kindness, has tendered the use of his store for the purpose.

"Those desiring single room accommodations at Massapoag should address Boyce Bros., Sharon, Mass., when an additional charge of 50 cents will be made.

"The subscription will be \$7 each, and will include all expenses of the first two days. Lodging and breakfast at Kimball's will cost \$1.50 each additional. A wheel cleaner and repairer will accompany the party, and the photographer will also be on hand."

### C. R. C. A. Century Run on Aug. 28.

Next Sunday, August 28, the Century Road Club Association will hold its sixth annual handicap individual record century run. The route to be used is from Bedford Rest, Brooklyn, via Jamaica or Gilmore ave., and the Merick Road to Massapequa; thence to Hicksville and back to Massapequa, then to Amityville and back, and then to Hicksville again, and from there straight back to Bedford Rest.

Checkers will be stationed at every turn and each survivor will receive a medal with the time made inscribed upon it.

Fifteen prizes are offered for the first riders to finish, and five for the riders making the best time

The limit men are scheduled to start from Bedford Rest at 7 a. m.

### Hartford Repeats Coasting Contest.

Hartford, Conn., is having its second coasting contest of the season to-day, and on the same hill on which the contest of July 16 was held.

As before, the event is being promoted under the auspices of the Columbia Bicycle Club, by E. H. Fahy.

The same rules and method as before are employed, except that this time the six riders who coast the greatest distance will have to coast a final. These six men will then have the pick of the prizes in the order of distances coasted in the final

A Columbia bicycle heads the prize list, and is followed by a collection of tires, saddles, coaster brakes, etc., making a total of about twenty prizes.

### Ilion Club Incorporates.

The Remington Cycle Club, of Ilion, N. Y., has filed with the Secretary of State a certificate of incorporation. The directors are Frank A. Schmidt, president; Walter C. Rix, secretary-treasurer; Seymour C. Burch, Harry H. Bassett and George Kohrer, of Ilion.

## REUNION RUN READY

### Metropolitan Cyclists Fail to Enthuse, but Event not Likely to be a "Frost."

Notwithstanding the efforts of the committee, no great amount of enthusiasm has been stirred up with regard to the metropolitan cyclists' reunion and parade that is to be held to-day over the new bridge from New York to Brooklyn and down to Coney Island. It is expected, however, to have enough riders in line to prevent the affair from being a "frost."

The parade will form at Fifty-ninth street and Eighth avenue, and the route will be down Fifth avenue to Tenth street, to Second avenue, to Chrystie street, to Broome street, to Williamsburg Bridge, to South Fourth street, Brooklyn; to Driggs avenue, to Division avenue, to Bedford avenue fountain, Bedford avenue to Eastern Parkway, to reviewing stand, to Prospect Park, and then over the cycle path to Coney Island. Members of the Brooklyn delegation not able to join the parade at the start will fall in at the Bedford avenue fountain.

The order in line will be as follows: Motorcyclists, military and naval riders, clerical and medical riders, veteran riders, unattached riders, antique machines, New York clubs, decorated machines, New Jersey and out of town clubs, floral decorated machines, Brooklyn and Long Island clubs, juvenile riders, floats and novelties, grotesque riders. The list of prizes has been already published in the *Bicycling World*, gold and silver medals and loving cups for various individuals and clubs, but, in addition to these, the following merchandise prizes will be awarded:

For the captain of the best dressed club, a saddle; tallest rider, a saddle; shortest rider, a saddle; best dressed lady cyclist, a saddle; best appearing unattached cyclist, gold-plated cyclometer; best appearing unattached Long Island cyclist without uniform, a saddle; youngest motorcycle, a motorcycle saddle; best appearing New York rider on racing machine, a racing saddle.

For smallest juvenile rider, a bell; captain of best appearing New Jersey club, a pair of tires; best appearing veteran, a coaster brake; best appearing military or naval rider, a pair of tires; rider of oldest pattern machine, a gas lamp; two lamps to the two best appearing color bearers in each of the New York, Long Island and New York club divisions; five luggage carriers to the best appearing colored club, three luggage carriers to the second best appearing colored club, and five luggage carriers to the colored club having the greatest number of riders in line.

### Touring Club has 87,055 Members.

During June last 1,669 applications for membership were received by the French Touring Club. This brought the total membership up to 87,055.



## BOSTON'S GOLDEN WHEEL

**Annual Six-Day Contest Began on Wednesday—Metling the Hour Leader.**

Not quite as much interest is manifested in the Golden Wheel race, which started last Wednesday evening at the Charles River track, Boston, Mass., as in former years. The race is motor paced, and the contestants ride one hour each night for six days, at the end of which time the rider who has covered the greatest distance is declared the winner. The race was scheduled to start on Tuesday evening, but rain forced the management to shift the first night's racing to Wednesday evening. James Moran, Harry Caldwell, Sam Sulkins, Louis Metling, Nat Butler and William Stinson were the six men who lined up at the start.

Metling proved a big surprise to the knowing ones. Not only did he win from a field of veterans, but he broke all existing records from twenty-six miles to one hour behind 4-horsepower motors, and finished a mile ahead of Stinson, the second man, who led Butler by less than 300 yards.

Moran was picked to have an easy time in the contest, but was a bad fourth. He did not display his old-time form, and it was plain that he was not in the best of condition for a hard-fought race. In the second half of the hour, however, he rode better than at the start.

Harry Caldwell, of whom much was expected, felt the strain in the first hour, and after riding less than 19 miles he retired, claiming that his knees, which have been bothering him for some time, forced him to stop.

Nat Butler rode a grand race, but he did not have the stamina to hold off the youthful Metling, who was full of fire. Butler rode hard, but in the last few miles he was passed by Stinson.

The men were sent away from a standing start. Moran, behind Hunter, was on the pole; Caldwell, paced by Ruden, was second; Sulkins, with Briggs pacing, was third; Metling, paced by Turrelle, was fourth; Saunders, pacing Butler, was fifth, and White took Stinson from the rear. Butler had a fall right after the start, but escaped with a few bruises.

Moran got away in the lead, but Stinson jumped him coming into the stretch. Butler was a good third, with Caldwell fourth, Metling fifth and Sulkins last.

On the second mile Sulkins was lapped by the field. A desperate battle then ensued on the banks, and Butler and Caldwell both passed Moran. Butler wanted the lead, but Stinson fought him off.

Butler tried hard on the third, but he was forced back. The surprise of the race was the poor showing of Moran, for he dropped into second place. His change from White to Hunter for pace, or some other cause, certainly did not improve his form, and he gradually fell behind. Although he died hard, Stinson lapped him at 8¼ miles. At 9¼ miles Butler not only lapped Moran, but also passed Stinson, taking first place.

Metling passed Stinson and Caldwell at 10 miles, lapped Moran and took second place with Caldwell third and Stinson fourth, and

Stinson was scored upon on the twelfth mile when Butler lapped him. Butler continued after Caldwell and turned the trick on him in the fifteenth mile. He then needed a lap on Metling to have the entire field. The latter was strong, and lapped Caldwell on the sixteenth mile. Butler lapped Caldwell again on the eighteenth mile, and on the nineteenth Caldwell dropped his pace. He then retired from the race, his legs going to the bad.

Metling was riding easier at 22 miles than any other man in the race, and was gradually overhauling Butler. On the twenty-fourth mile Butler changed wheels and lost more than two laps and the lead. Stinson went after Butler and tried to move into second place, but was held off.

Metling established a new record for 26 miles, and on the twenty-seventh lapped Butler for the third time. Butler was by that time all tired out, and the others gained

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steadily on him. The thirty-first mile found Metling four laps ahead of Butler.

Moran was coming to, and his clip was stronger than at any time since the start. He lapped Butler on the thirty-fifth mile and then went after Metling.

Butler weakened on the thirty-sixth, and was lapped by the field. He held out to the end, however, for he was not the only tired one. Metling managed to lap the field before the finish, when an enthusiastic crowd gave him an ovation. The leader and time for the first and each succeeding five miles was:

| M. Leader.       | M. S.     |
|------------------|-----------|
| 1—Stinson .....  | 1:45 4-5  |
| 5—Stinson .....  | 7:43      |
| 10—Butler .....  | 14:11     |
| 15—Butler .....  | 20:54     |
| 20—Butler .....  | 27:42 2-5 |
| 25—Metling ..... | 35:02     |
| 30—Metling ..... | 41:59 2-5 |
| 35—Metling ..... | 48:57     |
| 40—Metling ..... | 56:05     |

One hour, Metling, 42 miles, 1,408 yards.

A five-mile amateur was run in connection with the paced race, with a prize offered for the winner of each mile. D. Connolly took the first mile, Harry Giles the second and S. Tobin the third and fourth. P. F. Logan in a hot finish won the race. J. J. McKinnon was second and A. W. McDonald third. Time, 11:52.

## HARTFORD MEETS RESUMED

**MacLean Defeated Butler and Caldwell in 5 Mile Heats—Motorcycle Race Also.**

About 1,200 spectators turned out at the meet held at the Hartford Velodrome on last Monday evening. There were three heats of five miles each in the tri-cornered motor-paced race. Hugh MacLean beat Harry Caldwell in the first heat, and Nat Butler won from Caldwell in the second. In the final MacLean outrode Butler by four seconds, or about one-fourth of a lap.

In the first heat MacLean and Caldwell rode a good race until Caldwell lost his pace on the fifth lap of the last mile. He was defeated by three-fourths of a lap. Time, 7:38 2-5. In the second heat Caldwell was badly beaten and he did not finish. He lost his pace twice and finally pulled out. Butler's time was 8:33. MacLean and Butler rode a good race in the final, and MacLean was but a fourth of a lap ahead when the pistol was fired. Time, 8:20.

Bert J. Bannon, of Hartford, easily won the ten-mile amateur race for points. The conditions were that each lap should count a point, winning a mile three points and winner at the finish points. Bannon lapped all of the contestants, and, according to the rules, all of the other riders were distanced. They were allowed to stay in, however, to keep up the interest.

The gentlemen's tri-cornered motorcycle race was run in three heats, and proved as interesting as anything on the programme. The first two heats were three miles and the final five miles. J. M. O'Malley, of Hartford, on a Columbia, and Sam Campbell, of New Haven, on a Campbell, started in the first heat. Campbell had the better start, and opened up a lead which O'Malley soon closed, but, on account of Campbell riding all over the track, O'Malley was unable to pass him. Before the judges could announce the decision the crowd was on its feet with cries of "Foul!" O'Malley was awarded the race, the judges disqualifying Campbell for his wobbling. The time was 4:37 1-5. In the second heat Edward W. Coates, of New Britain, easily defeated C. F. Colton, of New Haven. Coates was on a Columbia and Colton on a Campbell. The time was 4:31 2-5. In the final heat Coates and O'Malley saw-sawed for the lead, and each was in front several times. Coates finally won out by two lengths in 8:15 2-5.

Summaries:

Five-mile motor-paced professional—First heat won by Hugh MacLean; Harry Caldwell, second. Time, 7:38 2-5. Second heat won by Nat Butler; Harry Caldwell second. Time, 8:33. Final heat won by Hugh MacLean; Nat Butler, second. Time, 8:20.

Ten-mile amateur for points—Won by Bert J. Bannon; Leon Sherman, second; C. A. Tinkham, third. Time, 26:33.

Five-mile motorcycle race—First heat, three miles, won by J. M. O'Malley, Hartford, Conn. (Columbia); Sam Campbell, New Haven, Conn. (Campbell), disqualified. Time, 4:37 1-5.

Second heat, three miles, won by Edward W. Coates, New Britain, Conn. (Columbia); C. F. Colton, New Haven, Conn. (Campbell), second. Time, 4:31 2-5.

Final heat, five miles, won by Edward W. Coates; J. M. O'Malley, second. Time, 8:15 2-5.



## ASPHALT TRACK FOR AUSTRAL

### New Course for Running of Famous Event —McFarland's Re-Instatement.

Melbourne, July 15.—The one thing of importance to chronicle is that, after seventeen years on the grass, the Austral meeting will, this year, be held on an asphalt track. The path at the Exhibition is being reconstructed, and, it is expected, will be ready in ample time for the big fixture. The track is to be of the same size as before—one-fifth mile—but will be made wider, banked higher at the ends and the sharpness taken out of the turns. Although it will not be strictly up to date, it will be a vast improvement on the old one, and, of course, infinitely better than a grass course, which, through holding the premier meeting, has been accepted by far too many to be good enough for anything. Hence is it that the matter of tracks has been neglected entirely, and the sport has suffered severely.

At the time of writing there is some talk of reducing the distance of the Austral Wheel Race from two miles to one mile, and it has been very strongly recommended.

At a general meeting of the Melbourne B. C. this week the committee was empowered to spend up to \$6,500 for the importation of foreign cracks, and it is likely that this club will work conjointly with the Summer Nights' Amusement Committee of Sydney (the company which conducts the Sydney Thousand Carnival) in this direction. They hope to get three or more of the absolutely fastest riders in the world, which they think will vitalize the sport here.

Reverting again to the Austral programme, it is certain that the amateur class will be catered for this year, which, with the M. B. C. of late years at any rate, is an innovation. Another recommendation to the club is that the rank and file of the riders should be considered, and to this end class races are suggested. As a matter of fact, the race committee of the club has been soliciting suggestions from the leading wheelmen here, having, it is at last recognized, fallen into a rut during their decade of exceptionally good luck ending 1901. Their 1902-3-4 seasons have been anything but satisfactory. As a matter of fact, the last Austral meeting resulted in a loss, as against the usual profit of \$5,000. One year the net result was \$8,000.

The statements by I. Lawson, as published in the American cycle press, regarding his disqualification in his match with Major Taylor, have not been regarded as satisfactory here, and it is probable, should he again visit Australia, that he will be asked to explain certain assertions credited to him. So far, the penalty on McFarland has not been lifted, but I should think it very likely that, if he comes here, as he has stated he will,

there will be no difficulty in having it removed.

At the present time of the year here there is not a great deal moving in the sport, except in road matters, which are fairly brisk, owing to the near approach of the big Dunlop road race from Warmambool to Melbourne, 165 miles. The trade is again liberally supporting the promoters, and a big entry list is expected. Representatives, decided by test races now being conducted in all the Australian States and New Zealand, will compete, and will thus make it thoroughly Australian in character.

Motorcycles appear to be going back slightly (not literally, of course), owing, I think, to the poor quality of the roads and the desire for pace by the users. Automobiles are increasing in numbers, but it will be some little time before they are really popular.

### Motorcycle Events Popular at Buffalo.

Two motorcycle events were on the programme of the automobile meet held at Kenilworth Park, Buffalo, N. Y., on the afternoon of August 12, and were popular events in an unusually interesting programme.

Mrs. G. N. Rogers rode an exhibition two miles on her Auto-Bi in 3:28 1-5, which was better than four automobiles could do for the same distance. Frank Robertson, on an Auto-Bi, easily won the five-mile event from a field of seven starters. E. Denniston, also on an Auto-Bi, set out with a rush on the start and opened a gap of fifty yards. J. G. Willet did not get away with his Auto-Bi on the start, and for a time it looked as though he would be left. He stuck to the race, however, and gradually caught up.

Robertson got going in fine shape, and in the second mile he passed Denniston; then it was neck and neck between the two riders, till Denniston's machine went wrong in the last mile, enabling Robertson to win easily, he having gained a lap on some of the contestants. His time was 7:17 2-5.

#### Summaries:

Two-mile exhibition by Mrs. G. N. Rogers on an Auto-Bi. Time, 3:28 1-5.

Five-mile open—Won by Frank Robertson (Auto-Bi); S. B. Eagan (Indian), second; J. S. Willet (Auto-Bi), third; E. E. Denniston (Auto-Bi), fourth. Time, 7:17 2-5.

### Won Both Time and Place.

T. Blankley proved to a large crowd that he did not need the three minutes' handicap that was given him in the twelve-mile road race at Litchfield, Ill., last Sunday, by easily winning both first time and place prizes from a field of twenty-one starters in 36:48. Alexander Dietrich, with a handicap of two minutes, won both second time and place prizes in 37:20, and Art Duncan, the limit man, captured the third place prize.

#### Summary:

| Name.                   | Handicap.<br>Min. | Time. |
|-------------------------|-------------------|-------|
| 1—Thos. Blankley .....  | 3                 | 36:48 |
| 2—Alex. Dietrich .....  | 2                 | 37:20 |
| 3—Art Duncan .....      | 10                | 44:49 |
| 4—Charles Barnett ..... | 2                 | 37:35 |
| 5—William Jenkins ..... | 2                 | 38:13 |
| 6—David Parnell .....   | 4                 | 41:27 |

## NO CYCLE PATH HANDICAP

### Torn-up Condition of Street Will Prevent Running of Annual Labor Day Contest.

There will be no "Cycle Path Handicap" on the Coney Island Boulevard this year. The reason for this is explained in the following letter from P. A. Dyer, president of the Century Road Club of America, which has conducted this contest for a couple of years past:

"I announce with much regret there will be no cycle path race this year, as the sewerage and other improvements in the vicinity of Parkville will not be completed before October or November.

"We practically received a permit for the race early in the year, and have been in communication with the Park Department during the last two months regarding the matter. Finally, at a special meeting, Commissioner Kennedy last week decided it would not be admissible to run the event this year.

"We are very sorry, as we were prepared to offer even a bigger and better prize list this year than the handsome list awarded last year. The next event on the cycle path will be the annual New Year's race of the Century Road Club of America, on January 1, 1905."

### Long Mark Men Make Scoop.

All of the prizes went to the long mark men in the series of road races given by the Montauk Wheelmen, of New York, on the Merrick Road, Long Island, last Sunday.

Andrew Nevins, with 60 yards, won the one-mile handicap from William Cummings, who was on scratch, by two yards. Martin Fogler, won the two-mile event from the 100-yard mark, and the five-mile race went to George Gehring, with 200 yards handicap. Summaries:

Half-mile novice—Won by William Garrison; Otto Meyer, second; William Kerr, third. Time, 1:59.

One-mile handicap—Won by Andrew Nevins (60 yards); William Cummings (scratch), second; George Burke (100 yards), third. Time, 3:59.

Two-mile handicap—Won by Martin Fogler (100 yards); James McMahon (60 yards), second; George Prince (140 yards), third. Time, 6:04.

Five-mile handicap—Won by George Gehring (200 yards); Martin Murray (160 yards), second; John Quinn (140 yards), third. Time, 16:47 1-5.

### Albany Club 24 Years Old.

Last Tuesday evening the members of the Albany Bicycle Club very fittingly celebrated the twenty-fourth anniversary of their organization at the club rooms. Members of the Cohoes Bicycle Club were special guests of the occasion, and a programme of a musical character was rendered and refreshments were served.



## PRICE A STUMBLING BLOCK||

### To Enjoyment of Delights of Motorcycling— One Rider's Harrowing Experiences.

To paraphrase the remark of a well known humorist, "Unless a motorcycle is very, very good, it is no good."

This truth should be self-evident. It probably is so, but Price too often interposes itself and blinds the view; indeed, it is fairly safe to say that Price has done more to stunt the growth of motorcycling than any other one cause. Its baneful influence begins to exert itself even before the resolution to possess a motorcycle is half formed. With bicycles selling at their present dirt-cheap prices, motorcycles at \$200 or thereabouts appear exorbitant; and yet, strange to say, motor cars at from \$1,000 to \$10,000 do not seem at all unreasonable. It is a queer freak of fancy, says a writer in the *Motorcycle Magazine*.

Comparatively few men are able to bring themselves to the point of investing \$200 or more in a motor bicycle without a considerable inward struggle. The belief or feeling or whatever it may be that it is "too much," or that a cheaper mount would, or at least might, serve as well, is inevitable. Often as not, the prospective purchaser ends the struggle by at once selecting a cheap machine and attempting to still his conscience with the thought or utterance: "Well, I'll obtain experience with this machine and purchase a better one after I have learned what's what."

What he really hopes is that the cheap thing may prove satisfactory and that he may be able to chuckle over the money he has saved.

This form of self-deception is so general that it is difficult, if not well-nigh impossible, to combat it; and perhaps it comes with poor grace for one who is obliged to confess that not once, but twice, he fell—that is, succumbed to the evil influence of price—to attempt to combat such self-delusion.

The manner in which men decide their purchases of motor bicycles and of other things involving expenditures of any considerable sums, recalls the son warned from excess by his father.

"I've seen the folly of it, my son."

"Yes, pop; but I want to see the folly, too."

I have seen—yes, have experienced to the point of disgust—the folly of purchasing cheap motor bicycles. Aye, I have paid dearly for it, and though I would give warning to others I have small faith that it will prove of much effect. Not the desire to see the folly of it, but the human desire to save money will be of more potent influence. It is this knowledge that inclines me to commiserate with those whose wealth and energies are bound up in the production and sale of motorcycles.

The sale of every cheap motor bicycle is the sale lost of three motor bicycles.

If anything, I believe this assertion is too conservative. When, at this stage, the pesky

thing balks or goes wrong, or refuses to go at all, the villagers where the balking occurs gather round and know of it, and when the thing is pedalled home or sent home on an express wagon, the home folk and the neighbors see it or hear of it, and talk about it. And thus are opinions formed and sales lost, and motorcycling correspondingly retarded.

If my infatuation or belief had been less deep rooted, I would not now be penning these lines. My experience with two cheap motor bicycles was sufficient to forever disgust a man possessing less enthusiasm. I well recall an instance of the sort. A former clubmate whom I had not seen for several years became interested in the motor bicycle, as offering a ready means of conveyance to and from his country home. He sought my advice, and I gave it freely. I warned him in strong language from the cause of my original discomfiture, and as strongly recommended my second choice. I had then ridden it only one hundred miles or so, and it had behaved splendidly. He purchased one, tried twice to reach his country house astride it, and after most laborious effort failed. He never tried again. He sold the machine for a song, and I have not since been able to look the man in the face. I have actually avoided meeting him.

My own machine went wrong within the next hundred miles, and never was I able to get it exactly right. At a modest estimate, it cost me 10 cents for every mile I rode it. Its cheaper predecessor cost me not less, or, if so, the difference was due to the closer proximity of the factory and the consequently lower express charges. The many hours and days of disappointment, embittered enjoyment, exhausting labor and exploding wrath which those two machines cost me cannot be expressed in figures. At one time, in the very flush of the outdoor season, the crankiness, or rather the cheapness, of one of them robbed me of seven full weeks of use. I still retain as an interesting memento of the occasion, a receipted bill of an electrician in the town in which temporarily I was obliged to leave the machine after exhausting my then not inconsiderable resources. It reads:

"To repairing one motorcycle. . . . \$2.25."

The "repairing" consisted of making it run no better than before, when it would not run at all. It came home in a baggage car, charges \$1, to which was added three fares of my own and later express charges to and from the factory of its origin. On one "excursion" of my second machine to its makers the express charges alone totalled \$9.75; the repair bill was \$17, and even then the plagued thing would not climb a 7 per cent grade. In no instance were the "brutes" shipped to their respective factories until local resources had been exhausted—at my expense. I read other men's testimonials to the power and efficiency of these same motorcycles, and had about convinced myself that neither myself nor the experienced local men with whom I dealt had any license to ride,

handle or repair motorcycles. We all of us could not be short of simpletons.

I saw my dream of the great future of the motor bicycle fading into thin air. After two extended experiences I almost came to believe myself a victim of self-delusion, and the motor bicycle a fraud. But sweet had been mixed with the bitter, and the sweetness was so sweet that I decided to try once more. This time I put price, like the devil it is, far behind me. I let merit, not money, settle my choice, and happy I am to be able to testify that my belief in the future of the motor bicycle has been not only renewed but the picture I had painted of its wide use and great utility has been so enlarged that no frame will hold it.

There probably are others—I certainly know of one motor bicycle that is practical and as reliable as it is practical. I would that I might name it, but to do so in a paper such as this would smack too strongly of advertisement, and might lessen the health or merit of what I have said, if, indeed, journalistic practice would permit it. But I repeat that such a motor bicycle does exist, and I say it not after having used it for a few weeks or for one, two or a few hundred miles. I have ridden it almost as much as I rode or, rather, was able to ride, the two failures in their entire terms of service. And it has cost me not one penny for express charges, not one penny for personal railroad fares and but 25 cents for the repair of a broken chain link. It has never failed to start when I wanted it to start, and has stopped only when I wanted it to stop. This last deserves to be emphasized, because it was the habit of the two "brutes" aforesaid to stop whenever they felt like it, which was unpleasantly often. My "Excelsior"—to use a name of my own coinage that fits the case—has gone everywhere I wanted to go every time I have wanted to go. It has never "balked." I have never been obliged to push, pant or perspire, as previously was frequently my lot, and I have never even soiled my fingers save in cleaning or oiling the machine, or on the occasion of picking up the broken chain—and I have ridden as many as 130 miles in one day, too.

If this sounds fulsome or ecstatic, let it go at that. It is true, every word of it, and, as I have come from the ridiculous or the disgusting to the sublime—have been lifted from the ditch of dispond to the heights of Elysium—I feel that I have cause for ecstasy.

But the chief point I wish to make is this: that the man who, in the purchase of a motor bicycle, permits price to dictate his choice, is a fool and deceives none so much as he deceives himself. As an ex-fool, I am in position to join the humorist quoted in saying that "that motor bicycle is no good that is not very good."

I as devoutly and fervently subscribe also to those time worn but everlasting truths:

"The best is the cheapest."

"The cheapest in price is that which is cheapest in the end."

I would add one more, not wholly original, perhaps, but as everlastingly truthful, and one that is the crux of this article:

"The best price to pay for a motor bicycle is the price of the best motor bicycle."

The man who purchases a cheap one "to obtain the necessary experience" is simply courting trouble and throwing away money. There is neither wisdom nor economy in buying unpleasant experience. I know, I have paid the price of it.



## CYCLING HATH CHARMS

**For This Old-Timer Still—A Secluded Road,  
Pipe and Camera Play Their Part.**

"I occasionally come across people who have given up cycling because they are 'tired of it,' and I am not surprised," writes an old timer to the *Bicycling World*. "Very few people get quite as much pleasure as they might out of bicycling. They too often make a toil of it. If they contemplate a tour, they map out an elaborate programme with a definite route and a fixed mileage per diem; and they adhere strictly to it, with the result that they come back feeling rather more used up than when they started. It is the same with their Saturday afternoon spins. 'We'll run down to the beach,' they say, 'have a shore dinner and a sharp run home in the evening.

"They leave the office at 2 o'clock, rush home, swallow a hurried snack of anything there may be about, scramble into a cycling suit and race off. The result of such 'pleasure' trips is invariably excessive perspiration, aching muscles, an attack of indigestion through over-exertion immediately after a meal, and a sickening of bicycles and all that pertains to them.

"I do my riding differently now. I take a camera, and a pipe, and sometimes even a book with me; and if I go to a particular place I take all day about it if necessary. And, above all, I avoid main roads as scrupulously as a tramp avoids soap. I seek out all the byways and shady lanes; I go just as far as I feel like going; I walk stiff hills shamelessly when I am lazy, and coast down others to the last inch—until the machine stands still almost, in disgust, perhaps. And if a specially seductive bit of grassy bank or green meadow invites me to rest, why should I refuse? I have no one waiting for me anywhere, and if I rode a hundred miles I could never find a more comfortable couch, nor a greener, than the one before me. So I alight, and I fill my pipe, and lying on my back I watch the blue wreaths of smoke curling upward, and take a languid interest in the lark that I can just see, a dim speck carolling for very joy of life. There is a baseball field over yonder in the green meadow fringed with elms, and the click of the ball on the bat comes wafted faintly on the breeze with a little tumult of clapping when some one steals a base or makes a home run.

"Surely this is pleasure!

"Out in the sun the ground is shimmering with heat. The road shines white and hard. What few fellow-wheelmen have found out this quiet by-way of mine go humming past in the heat, while their wheels draw up little heaps of white dust and leave a little train behind like smoke.

"But here in the cool shade I lie and watch and smoke, and listen to the hum of a myriad gauze-winged insects about me, until

—well, until I choose to go on again. Then, and not until then, I mount my trusty wheel and jog along a few more miles, stopping here and stopping there, sometimes to photograph a picturesque corner, sometimes just to look about me; until a feeling within gives warning that another meal is due, and I begin to look around for a country inn with a window full of geraniums and auriculas, perhaps; but it is never a big hotel or a high-class restaurant in a busy town, if I can help it.

"On such occasions I like to have the place to myself, if possible, so that after my meal I can smoke a pipe with mine host while he shows me round the garden, and points out with pride his taters and his sprouts, and introduce me to the family pig and the setting hen, and we can discuss garden topics until the long shadows warn me that I must be moving, when, begging or buying a few flowers or a handful of fruit, I straddle my steed again and jog comfortably homeward in the cool of the evening.

"Distance? Goodness knows. It has not occurred to me to reckon. Put it at fifteen miles out and fifteen home. It might be a trifle less. It certainly was not more."

#### Veteran Trick Rider's Bad Fall.

During his performance of "looping the gap" at Ontario Beach, Rochester, N. Y., last Saturday night, W. H. Barber's wheel collapsed just as he jumped the gap, and he was thrown to the bottom of the circle, thirty feet below. His head went through the planking, but he got up unassisted and walked to his dressing room, after which he became unconscious. The back of his head and his chest were injured, but the physicians said that he was not injured internally and that no bones were broken.

Rochester is Barber's home, and he had just returned from a long stay abroad, where he is well known. The accident was witnessed by a large crowd and caused much excitement.

#### Toledo's Tax on Cyclists.

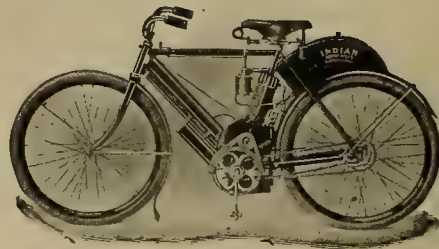
Toledo, Ohio, is another city that has an ordinance requiring bicyclists to pay for the privilege of riding upon the city streets.

The ordinance, however, appears to have been a dead letter, for, when the city administration ordered the law enforced some time ago, the city auditor was caught redhanded, not having a license tag on hand. The tags were immediately ordered, however, and will be on hand in a few days. Owing to the fact that the year is half over, they will be sold at half-price.

#### Stole the Sheriff's Bicycle.

Frank Blakely has learned by experience that even in stealing bicycles it is well to use discretion. One day last week he "lifted" Sheriff Leyden's bicycle, which was left standing outside of a hotel in Holyoke, Mass., and the sheriff thereupon promptly got a "move on," with the result that Blakely landed behind the bars the next day.

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**Performance of Prodigious Porthos.**

"Prodigious Porthos, the chasm vaulting cyclist," is advertised as the most sensational feature of a circus that is about to invade Buffalo. The feat is claimed to be far more thrilling than looping the loop or gap, and is described as follows:

"After climbing to a platform 75 feet above the ground, the rider mounts a bicycle specially constructed for the performance. It is built on the lines of a regular wheel, except that in place of the pedals there are two stationary pocket stirrups. Placing his feet in these and balancing himself in the saddle he is ready for his strenuous ride. An attendant gives the bicycle a gentle shove. It rolls across the platform and onto an inclined board track one hundred feet long and three feet wide and having an incline of 45 degrees. The rider soon attains a speed so terrific that rider and wheel look like nothing but a gray streak against the background. There is no brake on the machine, and no means of controlling its fearful velocity, and the slightest turn of the handle bars would dash the rider on the ground below. At the bottom of the incline, which is twenty feet above the ground, the track makes a short

upward curve. Up this the rider, scarcely visible, so fast is he travelling, dashes, and an instant later he and his wheel spring off into the air and he ascends until he is forty-five feet in the air. The momentum gained in the downward flight takes him across a space forty feet wide. When at the highest point in the air the rider and bicycle seem to hang for a second, and then plunge downward and alight on a platform ten feet from the ground. Across this platform rider and wheel speed to a gentle incline, which leads to the ground, where the journey ends after the rider has gone about three hundred feet."

**Enroute to San Francisco.**

Last Sunday Clarence J. Folz, of Syracuse, N. Y., and W. K. Brown, of Rutland, Vt., left Orange, N. J., on a tandem to tour across the continent to San Francisco, Cal. Their route lay from Orange to New York City, and then by way of Albany, Buffalo and Cleveland to St. Louis. They expect to ride about thirty to forty miles a day, sometimes more and sometimes less, according to weather and road conditions. St. Louis will be reached before the close of the fair, and

after a peep at the show they will follow a southerly route, by way of Hot Springs, Ark., across the continent, expecting to reach their destination in about 125 days after their departure from New York.

Folz is twenty-four years and Brown twenty-five years of age, and for the last eight months they have been employed in the machine department of the Edison works at Orange, N. J.

**Wallace and Dog Reach Buffalo.**

William Wallace, of San Francisco, who claims to be touring from Washington, D. C., to his home, recently pedalled into Buffalo, N. Y., on his bicycle. He expects to make the trip in a year, having left Washington on April 14 last. Strapped to his bicycle, he carries a rifle, a banjo, two leather cases containing clothing and his repair outfit, and is also accompanied by a dog. He expects to write a book about his travels when he finishes the journey. He is thirty-eight years old, a native of Yorkshire, England, and has met with many adventurers. Wour years ago while wheeling in Texas he was nearly drowned in the Galveston flood.

## NOTICE TO THE TRADE.

Bicycles are pretty much alike these days, and so are saddles—except the Persons. We take this opportunity to announce that we have negotiations pending with one of the LIVE manufacturing companies for the equipment of 95 per cent. of their coming output with Persons Saddles, covering their machines, from the cheapest to the highest price with these, the finest saddles in the world. The Agent for machines so equipped will have a distinct advantage over his competitor. The deal, if closed, will include in the line our 1905 Dominion, a new model of larger size containing features of surpassing excellence; two three-ply spiral springs in the rear, cradle spring in front, wide soft leather top etc., as well as other new models. The cost of the Dominion alone to the Bicycle Manufacturer will be about **FOUR TIMES** the cost of the padded saddles used by your Competitors. It will be supplied on the ——— bicycle to their Agents without extra charge, **NOT as an extra!** Also the ——— Agents will have the choice of our Overland, Old Comfort, Century and Special Models.

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# The Bicycling World

## AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

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No. 27

### TUBING IS AWAY DOWN

#### War of Makers Drives Down Price to Lowest Figure on Record.

While about everything that goes into the construction of a bicycle has been appreciating in value and is higher in price, steel tubing is this year an exception, and is the one supply that has become cheaper.

The price of steel tubing is now lower than it ever before has been since it began to be made. The best grades of tubing can now be purchased for just half what was paid for it last year. In 1903 the prevailing price for standard sizes, that is,  $\frac{7}{8}$  diameter and No. 20 gauge was \$50 a thousand feet, or five cents a foot. At present the same grade of steel can be had in seamless tubing at from \$23 to \$25 a thousand feet. This is less than the cost of production.

The present ruinously low price of tubing—ruinous, that is, to the makers of it, but a boon to bicycle manufacturers, who needed some increase in their margin of profit—is due to a war of extermination that has been begun by the Shelby plant, which is now a part of the U. S. Steel Corporation.

Last year the Standard Welding Company did a big business in tubing, selling, probably, a large proportion of all that was used, their prices being lower than those of the seamless tubing makers. This year the Shelby concern began a price-cutting war in April. Every response from their competitors was met by a still lower cut on the part of the trust plant, and it was evident that they meant to keep their factory going, get the business and drive out competition, even if they had to sell tubing for a cent a carload.

Ever since the spring the Shelby concern has been making such prices to bicycle makers that they could not help buying the Shelby goods.

#### The Retail Record.

Syracuse, N. Y.—Olmsted & Co., fire; loss, \$300.

Cass City, Mich.—C. G. Harp, sold out to A. Bert Mead.

Kewanee, Ill.—W. A. Bowen, sold out to Coates & Carroll.

Middletown, Conn.—J. F. Connery removed to 305 Main street.

Bangor, Me.—Bangor Sporting Goods Co., fire; loss, \$500; insured.

Chippewa Falls, Wis.—J. D. Hawley removed to Eau Claire, Wis.

New Rochelle, N. Y.—J. Weisskopf, petition in bankruptcy; liabilities, \$1,023; normal assets, \$1,629.

#### Moves from Chicago to Shelby.

After September 1 Shelby, Ohio, will be the location and address of the Chicago Handlebar Co. Their new two story brick factory, 50 by 175 feet, at that point, has been completed, and the machinery, which was shipped from Chicago, is being installed; it is expected that the plant will be in operation early next month. Despite its removal, the title of the company will remain unchanged, so far as its bicycle products are concerned, but a selling company, the Shelby Mfg. Co., will be organized to market its other wares.

#### German Exports Still Jumping Upward.

There are no signs of a let up in the amazing and uninterrupted development of Germany's export trade. The latest returns available, those relating to the four months ending with April, show a big jump—from 1,293 tons, as compared with 1,632 tons in the corresponding period of last year. There has also been an increase in the imports of foreign cycles and parts into Germany—from seventy-seven tons in the first four months of 1903 to ninety-three tons in the four months ending with April last.

#### Weiant on His Own Account.

E. T. Weiant, of Denver, Col., who a year or so ago, amalgamated his jobbing business with that of the Consolidated Supply Company, of which he became secretary and manager, has resigned those positions and again hung out his own shingle. He has established himself at No. 1,534 Glenarm street, Denver, where he will handle the full line of Fisk tires and a number of specialties.

#### End of the Empire.

The Empire State Cycle Co., which has been hanging on in Addison, N. Y., for some time, has finally closed its plant, "for good," it is added. The Reliance Motor Cycle Co., in which most of the Empire principals were interested, will remove from the place and probably locate in Waverley, N. Y.

### VALUE OF CYCLOMETERS

#### The Serve Double Purpose on Motorcycles, Mileage Being Lesser Benefit.

"If I were a manufacturer of motorcycles," said G. N. Rogers, the well known Buffalo motorcyclist, a few days since, "I'd make a cyclometer a part of the equipment of every machine I turned out. My three years' experience has convinced me that guesswork lubrication is the cause of a lot of trouble that could be avoided by the use of a cyclometer that would leave no room for guessing. The difference in the running of a properly oiled motor and the other kind is so great that I feel sure the cost of the cyclometer would come back to me in sales made by that best form of advertising, the praise of contented customers."

#### New Tube Mill Near Pittsburg.

Ground was broken at Monessen, near Pittsburg, Pa., on Saturday, for the erection of a new seamless tube plant, to cost \$1,000,000, and which will employ one thousand men. The plant is being built by the Seamless Tube Co., of America, an adjunct of the Pittsburg Steel Co. W. H. Rowe, president of the steel company, is also president of the new tube company. The plant will cover six acres.

#### Incorporated for Many Purposes.

The Kahn-Stern Co., Jersey City, N. J., has been formed under New Jersey laws to engage in the manufacture of and deal in carriages, wagons, automobiles, motorcycles and conveyances of every kind; also in horses, cows and "all animals whatsoever." The capital is \$15,000, in 100 shares of the par value of \$150 each, and the corporators are Louis J. Kahn, Emanuel J. Stern and I. and Faerber Goldenhorn. The registered office is at No. 15 Exchange Place, Jersey City.

#### Hughes Goes to Providence.

Archie E. Hughes has been appointed manager of the Pope Mfg. Co.'s Providence branch, to fill the vacancy caused by the promotion and transferral of W. J. Foss, who on the 1st prox. assumes charge of the Boston store, succeeding W. E. Eldridge, resigned. Hughes, like Foss, has been identified with the Pope interests for several years.



## LEANDER KILLED ON TRACK

**Six Day Winner Meets His Fate While Following Pace in Paris.**

Another famous pace follower has met the fate of Harry Elkes, John Nelson and Archie McEachern, being killed on the track while riding behind a motorcycle.

This time it was George Leander, of Chicago, the winner of the six-day race in 1902. Leander died in a Paris hospital last Tuesday morning, August 23, from injuries that he received while racing on the Park des Princes track on Sunday, August 21.

Leander was riding in a one hour paced race against Bruni, the Italian, and Bobby Walthour on Sunday.

Details of what happened have not been received here yet, but the cable advices state that Leander was riding at about fifty miles an hour when, in making a turn, he fell and struck on his head. The Parc des Princes track has a cement surface, and Leander's skull was fractured. He was removed to a hospital, where he died early Tuesday morning.

George Leander was twenty-four years of age. He stood 5 feet 11 inches in height and was a big, handsome fellow, who was generally liked. He was born in Chicago, where his father has a prosperous lithographing business.

He began riding six or seven years ago, and gained marked distinction as an amateur before he turned "pro." His greatest prominence was attained in December, 1902, when, with Floyd Krebs, of Chicago, as a partner, he won the six-day race in Madison Square Garden. His wonderful vitality and freshness of body and mind throughout the race were features of all the stories of the race that year. In the last six-day race in New York, in December, 1903, Leander had Nat Butler for a partner, and he finished second to Walthour, whose partner was Benny Monroe. Leander went to France under contract last spring, and had been having great success there.

It would appear that Leander had a presentiment of his fate. The day before he sailed Leander was in New York with Sol DeVries and C. McD. Wills, and Charley Harvey, the announcer. The quartet dined together, and even while at dinner Leander said he had a presentiment that something was going to happen abroad. To Sol DeVries, who was with him until he went on board the liner on which he was to cross to Europe, he said: "I am sure something is going to happen to me. I wish I could call the trip off." On another occasion, he expressed himself as being fearful of the monster motors used on the French tracks.

While away Leander wrote to friends in this country, and among his letters was one to Sol DeVries, of Newark, in which he said he had beaten Albert Champion in a match race on August 7, in Paris, and had broken

all of Champion's world's records. He also wrote that he had a match on with Albert Champion, Bobby Walthour and Bruni.

Leander, in his last letter to Sol De Vries, spoke of his successes abroad, and said that he had already saved up \$2,000. He had contracts to ride in Germany and Belgium, and after they had expired he wrote that he expected to come to this country, go to his home in Chicago, and then get in shape for the six-day race to be held in Madison Square this winter.



GEORGE LEANDER.

Leander's body will probably be brought to the United States and shipped to Chicago, where it will be interred.

### Leander's Last Races All Victories.

Although having only indifferent success abroad at the beginning of the season, George Leander, who died on Tuesday last of injuries received in Paris last Sunday, was just about rounding into form.

On Sunday, August 7, at Paris, he defeated Albert Champion in a 50-kilometre race (31 miles), and on the 11th he trounced Bercy. In a 90-kilometre (56 miles) motor-paced race on Sunday, August 14, before a big crowd of spectators, Leander defeated Bruni, Michael and Champion in very decisive fashion. He had to stop at one time during the race owing to a loose pedal, but quickly made good the loss and finished in the wonderfully fast time of 1:08:56.

The Union Velocipedique de France in selecting their representatives for the London world's championships rejected the demands of Albert Champion, who had offered to carry the French colors, on the ground that he was once a deserter from the French army. The French representative in the long distance race will therefore be Simar or Brecy,

## TO DAMAGE BY DOG, \$23.30

**Canine Attacked Motorcyclist Who Promptly Sued and Obtained the Verdict.**

Even the average dog has become so accustomed to bicycles that he rarely deigns to bark at them, as once was his general practice. He has, however, transferred his undesirable attention to motor bicyclists in the old familiar way, and, if compiled, the number of them that have suffered in person or in property from the sudden and often savage attacks of the brutes would form a lengthy list.

The first known instance in which a motorcyclist resorted to the law to repair such damage occurred on Tuesday last, when there was tried at St. Cloud, N. J., a little place in the Orange Mountains, the case of George Ochs vs. Frank Becker. Ochs sued for \$100. The complaint ran this way:

"The above named plaintiff demands of the defendant the sum of \$100, money due the plaintiff from the defendant for that whereas, on the 31st day of July, 1904, at West Orange, in the county of Essex and State of New Jersey, a dog of the defendant did run after the plaintiff in the public highway, to wit, Ridgeway avenue, and without any cause or provocation of the plaintiff did seize the plaintiff in the leg and the seat of the trousers and did bite him severely, to his great mental and physical anguish, causing him to be thrown from his motorcycle, on which he was at the time riding, thereby damaging the motorcycle and the clothes of the plaintiff grievously and causing other injuries then and there in the sum above mentioned."

The justice who tried the case apparently made light of it, but after hearing the testimony gave Ochs judgment for \$23.30.

### Spiteful Bigotry at St. Louis Fair.

As a result of the arrest of Jefferson Guard G. D. Higgins, President Francis's bodyguard at the World's Fair, St. Louis, by Deputy United States Marshal Williams, on the charge of interfering with the delivery of United States mail, the Jefferson Guard authorities yesterday issued an order banishing bicycles from the Exposition grounds. Hereafter, Captain C. H. Conrad states, bicycles will be allowed to enter the grounds only by special permit.

Higgins was arrested on a charge of interfering with the delivery of letters carried by Eddie Lyons, a special delivery carrier employed by the postal authorities at the World's Fair. Lyons was mounted on a bicycle, and was halted by Higgins while crossing a portion of the grounds from which that class of vehicles is barred. Higgins is alleged to have thrown the boy from the wheel, after which, it is said, he damaged the bicycle.



## HURLEY GOES ABROAD

**Now En-Route to London to Compete for World's Championship—Goerke Alos.**

Marcus L. Hurley, of New York, and Oscar Goerke, of Brooklyn, sailed on the Oceanic from New York last Wednesday to compete in the world's amateur championships, which are to be run on the Crystal Palace track, in London, on September 3, 8 and 10. Both of them will race in the short distance event at two kilometres, and Goerke will also ride in the 100-kilometre race, which is to be run on the last day, behind motor pace.

Hurley went as the representative of the New York Athletic Club, and Goerke will wear the colors of the National Athletic Club, of Brooklyn. They carry credentials from the National Cycling Association as the American representatives in the amateur events. Hurley is now the American amateur champion, having won the title for the fourth consecutive year in the races held at the St. Louis Exposition the first week in August. Goerke finished fifth in the championships after having been on the sick list the first day of the races on the Stadium track. Burton Downing, who was second in the championships, had intended to go last Saturday, but his plans miscarried at the last minute.

Hurley began riding in 1898, and won his first race in the events held at Olympic Field on May 14 of that year. He was born on December 22, 1883, at New Rochelle, N. Y., and has therefore not attained his majority. He is a student at Columbia University, and will enter the School of Mines of that institution on his return to this country. This will be his last year as a racing cyclist, as he will go to a surveying camp in Connecticut next summer.

He and Goerke will go to Paris for a short visit when the races at London are over. When Hurley returns to this country he will ride a few match races against the amateur riders who make the best showing during his absence, after which he will retire permanently from competition. Many members of the New York Athletic and the National Athletic clubs and of Hurley's class were at the dock to wish the riders "bon voyage."

### Enforcing Connecticut's Lamp Law.

That the Connecticut State law requiring the display of lights on all rubber tired vehicles is not a dead letter was brought home to many bicyclists, who trundled their machines through the streets of New Britain last Sunday night as the result of the sudden enforcement of the laws. After the police had made almost half a dozen arrests word was quickly passed through the streets, and bicyclists took to walking, and the next day there was a distinct increase in the sale of lamps. The few who were so unfortunate as to suffer arrest were arraigned in court last Tuesday morning.

Judge Hungerford, in his address, stated that he was aware that there was a general impression among the public that by reason of the amendments recently passed that the law had become a nullity and was therefore inclined to be lenient, but, on the other hand, that the law does stand on the statute books and that its provisions were beneficial to the community at large, and that there was no reason why the law should not be enforced. He then ordered them each to pay a fine of \$1 and remitted the costs.



MARCUS L. HURLEY,

The four times American Champion, now en route to London to battle for the championship of the world.

### McFarland Leaves for Mormonland.

Floyd A. McFarland, of the Pope company's Tribune team, left for Salt Lake City last Monday afternoon. The Californian will ride in some match races at the Salt Palace track, in Salt Lake City, meeting Hardy Downing, behind motor pace, and William Samuelson in sprint contests.

When he left New York McFarland was not quite sure of his plans, but he will probably return East soon after Labor Day and race at Vailsburg and Manhattan Beach until the outdoor season is over. He may decide to ride in the six-day race, which begins at Madison Square Garden on December 5. If he rides in the six-day race he will go to Australia with Iver Lawson as soon as the race is over. If he does not compete in the long grind he will leave for Australia with Lawson as soon as the latter returns here after riding in the world's championship races in London on September 3, 8 and 10.

## SCHEPS GOES HOME

**Australian, Disappointed, Leaves for Native Heath—Could Not Condition Here.**

Fred H. Scheps, of Adelaide, Australia, who raced as a member of the Rambler team all season, left New York last Monday for San Francisco en route to his home. He expected to stop over a few days at Salt Lake City, where a fellow countryman of his, "Pedaller" Palmer, has been racing. Scheps will ride in a few races at the Salt Palace track in Salt Lake City, and then he and Palmer will go home together.

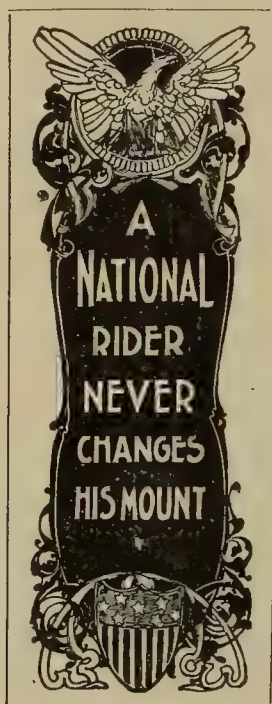
Scheps did not do very well in his races at Vailsburg, Manhattan Beach and the other tracks where the circuit chasers competed this year. He was never in really first class physical condition since he arrived in New York, and was always from fifteen to twenty-five pounds overweight. At times he showed flashes of the speed which made him one of the best men in Australia, but he never had enough racing to put him in condition.

In Australia he had been forced to race often and hard. With two and often three hard heats and semi-finals to get through in each event before the finals were reached, he had enough work to keep him in good racing trim, especially as the meetings extended over a period of several days and averaged three or four days a week. In this country he had only one day of racing a week, at Vailsburg, for some time, and later only one more day when Manhattan Beach was opened. This was not enough to train down his weight, and as he was disinclined to train he was always too heavy to do himself justice.

On days when the other riders would train for ten or fifteen miles Scheps would content himself with riding five miles or less, two miles often being as far as he would ride. This was not sufficient to condition the big Australian, and the consequence was that he could not stand the short, fast races which have been run at Vailsburg and Manhattan Beach. Another thing which hindered him was the changed conditions under which he was competing. While in his country combinations of half a dozen riders were not uncommon; here he was riding against "teams" of two men each. Lacking an efficient team mate, the Australian was confronted by a problem which was too much for him, and he failed of the success which might have been his if he could have secured a brainy, fast helper.

He made many friends among racegoers and the racing men themselves by his modesty and quiet behavior. He said before leaving that he had made the trip to this country as he thought he could learn many things regarding racing tactics, and that he expected to benefit from what he had learned racing against the American sprinters. He did not know whether he would return here to race next season.





At Newark, O., July 23, before 5000 people  
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Chicopee Falls, Mass



# THE BICYCLING WORLD

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and MOTORCYCLE REVIEW

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NEW YORK, AUGUST 27, 1904

## "Let Your Light so Shine."

From several different parts of the country the reports that the police are "sitting up and taking notice" of the too general failure of cyclists to display lights after nightfall constitute a wholesome sign, and one that should be heeded.

If, regardless of their personal safety, wheelmen will not recognize that they owe something to the public, they should be made to recognize it. Save to a comparatively few penurious or queer-thinking or indifferent riders, the fact that lighted lamps make for the safety of themselves not less than it safeguards the public is as plain as the noses on their faces. Although we are well aware that it does not do so, the fact should be sufficient to induce all cyclists to willingly or even anxiously carry lamps, law or no law. When this spirit is lacking, the rider is lacking proper appreciation of his duty to the public, and it is then time for the police to step in and unpleasantly draw his attention to his shortcoming. This applies not

only to cyclists but to the users of all other vehicles that employ rubber tires. But it applies with greatest force to bicycles as the most noiseless—to use an abused term—of all vehicles that travel the public highways.

The increase of automobiles has made lamps more necessary than ever before. Those who have any considerable acquaintance with automobilists know that it is their practice to most indulge their craving for speed after nightfall. They argue that it is then that the roads are freest from travel, and, therefore, theoretically safest. Accordingly, they "cut loose," and with far more abandon than during the hours of sunshine. It has increased the danger of the highways—even apparently deserted ones—and, as we have remarked, has made more necessary the beaconlights of safety.

We have small patience with or sympathy for the cyclists who refuse to display such lights.

It is to be hoped that the scattered efforts to compel them to do so will prove contagious and become epidemic.

## Test of Variable Gear Needed.

Although the two-speed gear is not yet used extensively by the century "fiends" and scorchers, or in road races, and it is a disputed question whether a variable gear is the faster where the maximum speed of a rider is required for a specified distance, there is no room for doubt that by its use the rider who travels at a moderate and steady pace not only derives a great deal more comfort and pleasure but that he makes considerably better time—that is, he goes further with the same expenditure of energy.

Proof of this statement has been abundantly borne out by our own experience and by others of an observing nature who note the distances they ride and the number of miles per hour they usually average. Particularly is the difference noticeable in a rolling or hilly country, and especially when the wheelman with a two-speed gear has a companion who uses a gear corresponding to either the high or the low one on his machine.

The reason for this is almost self-evident. On a very slight down grade the bicycle will barely coast, or, if it does so, a very slight assistance by means of the high gear gives it almost a birdlike flight, whereas to attain the same pace with the lower gear one must pedal until his legs ache; when a steep hill is encountered, which requires great effort on the high gear or it is impossible to employ it, the low gear renders it of no serious incon-

venience or discomfort. It is on roads with many ups and downs that the rider with the two-speed gear finds that unconsciously he is continually and without intention drawing ahead of his companions who are without this device.

It would seem well worth while to put the two-speed gear to a thorough test in road racing over a few long, hilly courses, to settle the question of its value for fast road work.

## Mixing Motorcycles and Motor Cars.

The evil that automobilists do when, in their desire for more speed, they shape legislation accordingly and unwarrantedly assume to speak for motorcyclists, is well illustrated by the ordinance drafted by the Milwaukee Automobile Club, and now pending in the City Council.

The principle of municipalities requiring the payment of license fees and the display of numbered tags not merely by their own citizens but by visitors is a vicious one; the spread of the practice would lead to a deplorable situation. It is not this feature of the Milwaukee ordinance, however, that most concerns the motorcycle interests, but rather the clause which prohibits the use of motorcycles by any one under eighteen years of age, and the one that forbids them to men not having "full use of both arms and hands."

These may be wise provisions as applied to automobiles, with their multiplicity of wheels and levers, but, as practically all motor bicycles are now controlled literally by a "twist of the wrist" or the pressure of a finger, it is ridiculous to confuse or bracket them with the big, heavy four-wheelers and place them under the ban. We are personally acquainted with a motorcyclist one of whose arms is slightly stiffened and with three others who are minus from one to three fingers, while the president of the New York Motorcycle Club has an artificial left arm. Yet not one of these men is the worse for his infirmity. All of them guide and control their motorcycles as well as their fellows having "full use of both arms and hands"; the one-armed rider is as skilful as any of them, and, although he has been using motorcycles for some four years, he has never suffered an accident of moment.

Similarly there are at least a score of boys and youths under eighteen years of age using motor bicycles in New York City alone, and the number is increasing. Their age is no handicap.

As a matter of fact, any man or boy not a



moral or physical coward can ride and operate a motor bicycle as safely as he may ride the motorless kind. It is merely a bicycle to which a motor is attached, and the speed of which is controlled, and more readily, by one hand instead of two feet.

The Milwaukee precedent is a mischievous one that closes avenues of trade and pleasure. It arises from the ignorance and don't-careishness of the automobilists and the inexplicable indifference of the Milwaukee and Wisconsin motorcyclists. There are two manufacturers of motorcycles in the State and four others in two adjoining States, but none of them appears to have raised even a mild note of protest.

It is instances such as these that prove the wisdom of a national organization, to which, we are given to understand, the Middle West has remained oddly indifferent. Perhaps it deserves to suffer and have burdens piled on it.

But the main point—that there is every need to strenuously oppose every effort to mix motorcycles and motor cars, is obvious. One is a bicycle; the other isn't. They have few interests in common.

#### Sheeplike Sports Promoters.

The sheeplike attribute of humans, who bleat and move as the mass does, is responsible for much of the lethargy displayed toward cycling. So many accept the "they say" idle talk of the day as final that the talk of cycling's day being past has been acquiesced to by many persons intelligent enough to know better. It is the talk of "hard times" that has more to do with causing money tightness than anything else.

By allowing themselves to acquiesce to the senseless babble about there being no longer any interest taken in cycling the promoters of athletic meets are hurting their own cause.

At all the track and field games there formerly were included a couple of bicycle events, but this is not done now. The small tracks used for runners are more suitable for cycle races to-day than ever before, because small tracks have the vogue. The folly of not including cycle races in programmes of athletic games is emphatically shown by the fact that at the indoor games on armory floors, during the winter, the bicycle events are the one thing on the programme certain to bring the crowd to its feet and create enthusiasm.

The New York Tribune, in its sporting department, recently called attention to this

same error that is being made by the managers of athletic games, and it, too, pointed out that the cycle races are the most attractive features of the indoor games.

#### What the Well Kept Bicycle Denotes.

With the return of the high grade machine, one of the practices and habits that should be encouraged on the part of the rider is that of keeping this bicycle clean and in perfect order. Yet within recent times we have heard riders, and even dealers, ridicule the practice.

This is to be deplored; the rider who takes pains to keep his mount in a bright and new condition is not only an enthusiast and lover of a high grade, but derives quite as much pleasure in keeping his bicycle in first class order as he does in riding it. One who has cultivated the habit can never feel right or comfortable on a greasy, dusty, or mud bespattered machine.

There is just as much reason, in fact, more, for cleaning and polishing one's bicycle as there is for polishing shoes or brushing clothes.

The bicyclist is the centre of more attention than a man on foot, and a neat and cleanly appearance of both rider and bicycle will make a far better impression and do the sport far more good than if the reverse is the case.

It is a very simple and easy matter to keep a wheel in fine order, when the habit has once been cultivated, and those who boast of the little care they give their bicycles, or who ridicule the practice and say they have no time, simply confess their laziness.

With the British registration records showing some three thousand more motorcycles than automobiles in use in the kingdom, and the French lists disclosing a motor cycle minority of but seventy, the trend of the times is made plain. The automobile has had every trade and public advantage; the motorcycle has enjoyed few, if any. Its progress in the face of such conditions is remarkable, and is significant of what the future holds when the pendulum of public and newspaper favor describes another arc.

"Go to Germany" would now seem the only remaining urging to impart to American cycle manufacturers who would extend their export trade. Though England's exports have slumped, like ours, the Germans' trade keeps right on growing. Their methods should be well worth learning and imitating.

## FIXTURES

August 27—Lawrence, Mass., 10-mile road race.

August 27 and 28—New York, C. R. C. of A. Combination Moonlight and Double Century Run.

August 27—Boston, Mass., Massachusetts Division C. R. C. of A. moonlight century to Providence, R. I., and return.

August 28—New York Motorcycle Club's open run, New York to Philadelphia and return.

August 28—New York, C. R. C. of A. 100-mile record run.

August 31—Springfield, Mo., bicycle and motorcycle meet.

September 3—London, Eng., World's championships.

September 4—Boston, Mass., oldtime reunion at Bass Point, Nahant.

September 5—Buffalo, N. Y., 25-mile road race and race meet.

September 5—Lafayette (Ind.) 8-mile road race.

September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.

September 5—Denver, Col., road race.

September 5—Detroit, Mich., 25-mile Belle Isle road race.

September 5—New York, C. R. C. of A. 25-mile road race.

September 5—Cleburne, Tex., 5-mile road race.

September 5—Williamsport, Pa., 14-mile road race.

September 5—Bloomington, Ill., 20-mile road race.

September 5—Wheeling, W. Va., 14-mile bicycle and motor bicycle road races.

September 5—Bloomington, Ill., 20-mile road race.

September 5—York, Pa., race meet.

September 5—Baltimore, Md., bicycle and motorcycle meet.

September 8-10—London, Eng., World's championships.

September 9 and 10—Boston, Mass., twenty-fifth annual "Wheel About the Hub" of the Boston Bicycle Club.

September 10—Toronto, Canada, road race.

September 10—Atlanta, Ga., 20-mile road race.

September 12—Baltimore, Md., Logue road race.

September 18—C. R. C. A. 50-mile open road race, Long Island.

September 18—New York, C. R. C. of A. 50-mile open road race, Long Island.

September 18—Milwaukee, Wis., road race.

November 24—New York, Brower Wheelmen's annual road race.

November 24—New York, C. R. C. of A. 100-mile record run.

November 24—San Antonio, Tex., 50-mile road race.

Rain prevented the holding of the Metropolitan Cyclists' Reunion and Parade on Saturday last. It is due to occur to-day, for which a number of prophets have predicted a heavy frost. Rain also necessitated the postponement of the Manhattan Beach races and the Hartford coasting contest.



## REMOVAL NOTICE

We desire to notify the trade of the removal of our plant and general offices to Shelby, Ohio.

In our new location with a new factory specially erected to suit the needs of our business and better facilities in every respect, we will be able to assure our customers of a higher standard of goods and uniformly prompt service.

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## JERSEY JUSTICE A BIT OFF

**Again the Picking at Vailsburg Creates Disorder—Fenn Faster Than Kramer.**

There was plenty of excitement at Vailsburg last Sunday, not all of which was furnished by some of the best racing seen at the board track this year, it being another "team work barred" day. The judging was much worse than usual, and the storm of hisses that greeted the announcement that Kramer had been awarded first place in the half-mile handicap over Fenn lasted for five minutes. Again in the "miss and out" race did many of the six thousand spectators disagree with the judges, but there was some chance that the judges might have been right in the latter contest, though there was no possible doubt that they erred in placing the men in the handicap. The occupants of the press box, which is situated at the tape, and many who sat in the grandstand and box seats on a line with the tape, all declared that Fenn had won the handicap by six inches, but the judges gave the race to the champion.

The "miss and out" event had twenty-five starters, twelve in the first row, eleven in the second, with John Bedell and Benfer in the third row. Benfer pulled one of his feet out of the pedal strap and was distanced in the second lap, when Meade was the last man of the bunch to get over the line, Powell being eliminated the first time around. "Signor" Rossini fell by the wayside in the third lap, and Schreiber in the fourth. Bardgett went to the front at the start, and won the first seven lap prizes. He had a big lead in the sixth lap, when Collett sprinted after him, catching the Buffalo man in the eighth lap. Galvin was "out" in the sixth lap, Kastendieck in the seventh, Lang at two miles, Guery in the ninth lap and Glasson in the tenth. Collett won the eighth lap prize and the next three also, Kramer being the last man, as Collett won his fourth lap. Dorlon was leading at the end of three miles when Bardgett was "out" and Collett was distanced. Cadwell and Dorlon were out the next time around, Dorlon being distanced. Tom Butler was out on the fourteenth lap, and John Bedell sat up at the same time, being distanced at the fifteenth lap when Krebs was out. Jacobson was the last man at the end of the fourth mile. Fogler won the first two lap prizes for the mile and Root the last two. The latter was out on the seventeenth lap, and Fenn, according to the judges, on the eighteenth lap. Menus Bedell was not declared out until the nineteenth lap, and McFarland lasted one lap more. Fogler had not been declared out, and the Brooklynite, Fenn and Menus Bedell engaged in a last sprint, which was won by Fenn, with Bedell second. Fogler was declared the winner, as he had been the last survivor. The distance of the race was five and one-quarter miles.

Nine men started in each of the three heats

of the half-mile professional handicap. Fogler and Bardgett, 50 yards; Tom Butler, 45; Schreiber, 40; Cadwell and Krebs, 35; McFarland, 30; Fenn, 10, and Kramer, scratch, riding in the final. They bunched in the first lap, with McFarland leading at the bell. Fenn began to sprint as he reached the backstretch, with Kramer and Schreiber following him. He passed McFarland at the eighth pole and led into the stretch, where the champion started to fight him for the lead. Kramer gained on Fenn until he was at his side as they neared the tape, but Fenn still had six inches the better of the argument as they crossed the tape. When the announcement was made that Kramer had won the crowd seemed to draw a long breath and then break out into hisses and yells of what it thought of the judges. McFarland was placed third, though many thought that Cadwell had nipped him at the tape.

It seemed as if Tom Butler and Glasson had "teamed" in the mile and a half consolation, but Butler afterward swore to an affidavit that he had not had an understanding with Glasson, and the prize money was paid over. Benfer won the lap prize at the bell, being followed by John Bedell and Bardgett. Glasson went to the front with a rush as the bell rang, with the apparent intention of sprinting the entire last lap. As he passed Tom Butler the latter "hooked on," and when Glasson tired on the backstretch Butler assumed the lead. John Bedell tried to pass him on the last turn, but Butler won from him by four feet.

The "unknown distance," amateur, had twenty-nine starters. Ayres and Bichette collided and fell in the second lap, and Rupprecht was put out soon after by his chain jumping from the sprocket. Lee fell at the tape after riding a mile and a half. Franks, who had gone out with the apparent purpose of trying for the special lap prize, had a lead of fifteen lengths when the pistol shot denoted the end of the race as the second lap of the fourth mile was begun. Downing and Lemberg were next to Franks, and they passed him on the backstretch. Lemberg outsprinted Downing in the stretch and finished a length and a half ahead of Goerke, who passed Downing right at the line. Hurley finished fourth after a remarkable quarter-mile sprint, in which he made up more than fifteen lengths on Lemberg and Downing.

Clinton Ayres, of the Bay View Wheelmen, with a start of 140 yards, won the one-mile amateur "Myrtle Handicap." The race received its name in a peculiar manner. The original intention had been to call the race the "Downing Handicap," but a report reached the promoter that the Californian would sail for London on the Saturday before the race, so the name was changed in honor of a young lady acquaintance of Downing's. Hurley and Downing were post entries on scratch, David Mackay being the other honor mark man. He had finished ahead of Ayres in the second trial heat, but the judges ruled him out of the final, perhaps to keep up their reputations. Lee was

another who suffered by being unplaced in the same heat, but he was allowed to start in the final. He and Billington were allotted twenty yards start. Hurley had a puncture the first heat, and when the amateur champion was allowed to start in the third heat Billington's father protested to every one he could find, but without avail. The field bunched in the second lap, with the exception of Ayres, who rode hard from the start. Ayres had a lead of 150 yards at the bell. Ayres was very tired as he finished, and could hardly pedal as he crossed the tape, but he was still ten lengths ahead of Dove, who finished second. Summaries:

Half-mile novice—Won by George Beyer, New York; W. Smith, Newark, second; Marty Kessler, Newark, third. Time, 1:12 4-5.

One-mile handicap, amateur—Won by Clinton Ayres, Bay View W., Newark (140 yards); M. T. Dove, New York (60 yards), second; A. C. Spain, Bloomfield (120 yards), third; Charles Franks, Bay View W., Newark (40 yards), fourth. Time, 2:05 1-5.

"Unknown distance," amateur (three and one-half miles)—Won by Carl Lemberg, San Jose, Cal.; Oscar Goerke, National A. C., Brooklyn, second; Burton Downing, Reno W. C., San Jose, Cal., third; M. L. Hurley, N. Y. A. C., fourth. Time, 7:57 2-5. Lap prize winner, Joseph Rockowitz, Oregon W., New York.

"Miss and out," professional (four and one-quarter miles)—Won by Joseph Fogler, Tribune team; Floyd A. McFarland, Tribune team, second; Menus Bedell, Reading Standard team, third; W. S. Fenn, Pierce team, fourth; E. F. Root, Columbia team, fifth. Time, 12:30 1-5. Lap prize winners, Bardgett, 7; Fogler, 6; Collett, 4; Root, 2, and Dorlon, 1.

Half-mile handicap, professional—Won by Frank L. Kramer, Pierce team (scratch); W. S. Fenn, Pierce team (10 yards), second; Floyd A. McFarland, Tribune team (30 yards), third; Frank J. Cadwell, Rambler team (35 yards), fourth. Time, 0:59 4-5.

Mile and one-half consolation, professional—Won by Tom Butler, Boston; John Bedell, Reading Standard team, second; Floyd Krebs, Tribune team, third. Time, 3:23 2-5. Lap prize winners, Meade, 2; Benefer, 2, and Lang, 1.

### Lawson Wins Big German Race.

Iver Lawson carried the Stars and Stripes to victory on August 6 and 7 by winning the "Grand Prize of Hanover," and, bedecked with a large laurel wreath, rode a "lap of honor." The race was run in Hanover, Germany, where they run to laurel wreaths. Twelve trial heats were run, and the men who, with Lawson, qualified in the final were Henri Mayer, Scheuermann, Arend and Bader, all of whom the American trounced.

To date 117 motorcycles have been registered in Rhode Island. It is estimated that a year ago there were less than fifty in the State.



## STINSON'S GOLDEN WHEEL

### Wears Down Good Field in Famous Race and Wins with a Fast "50"

Will Stinson, "the hero of a hundred falls," proved that he had regained his oldtime form by winning the honors in the Golden Wheel race, which was concluded at the Charles River track, Boston, Mass., on Tuesday evening, August 23.

Owing to the G. A. R. reunion and parade blocking the street railways, only 1,500 spectators were present at the second hour of the race on the evening of August 17.

Six contestants started, and for the first five miles it appeared as though it were going to be a good contest, but after that it gradually narrowed down to a match between Will Stinson and Louis Mettling.

Sulkins's motor went wrong at the start, and he fell to the rear. Stinson had the better start, but Caldwell jumped from third to first place, passing him as if he were anchored. Caldwell was riding in fine form, and at five miles had a half lap on Stinson, the second man.

Mettling moved along at a steady pace, and on the fifth mile he passed Moran and took fourth place.

Caldwell scored his first lap on the sixth mile, turning the trick on Moran, and a few laps further passed Mettling. Butler was unable to hold off Caldwell, and the latter completed his lap on the field.

A surprise came on the eighth mile, when, after gaining his lap, Caldwell quit the race. Moran then lost his pace and also retired.

Butler was unpaced and rode easily for several laps, as Saunders, his pacemaker, had taken the machine inside the track for repairs. Hunter, who was waiting for Moran's return, eventually picked up Butler, leaving Mettling, Stinson and Butler to fight it out.

Mettling had taken the lead, and at thirteen miles he and Stinson were alone on the track.

As in the first hour of the race, Mettling rode in fine form and gained steadily on Stinson. At the finish Mettling led his opponent more than four miles, covering 42 miles, 432 yards. Stinson rode 37 miles, 880 yards. A one-mile handicap amateur was also run during the evening, the final heat being won by D. Connolly (90 yards); L. A. Stoughton (75 yards), second, and W. F. Norris (210 yards), third. The time was 1:59 2-5.

The third hour of the race was run on the following evening, August 19, and was in many respects a repetition of the second hour's contest; Mettling and Stinson again had to fight it out between themselves, but this time Stinson turned the tables on Mettling.

Stinson rode in great form and showed that he is still one of the best men in the game when it comes to hour riding. Beginning with the twenty-sixth mile, he began to clip the records that Mettling had created on the opening night of the race and captured

them all from twenty-six miles to forty-two.

Caldwell was in fourth place at the start, but went into second on the first mile, Mettling having taken the lead.

At three miles Caldwell had lapped every one except Mettling, but overhauled him rapidly.

Moran was left unpaced at four miles, and had to ride unpaced for over a mile before the motor could be repaired.

Caldwell led by nearly a lap over Mettling on the fifth mile, and Stinson was in third position. In the ninth mile Mettling had his first accident since the beginning of the race, and had to change wheels. Stinson was in second place, and put up the best fight of the race when Caldwell tried to pass him. Caldwell's motor went wrong in the thirteenth mile, and Stinson then went in front, with Mettling in second place. Mettling tried to gain a lap on Stinson in the fifteenth mile, but was unsuccessful. Moran, Butler and Caldwell left the race and at twenty-one miles Sulkins quit. Mettling again tried to get back one of his lost laps in the thirtieth mile, but Stinson was too fast, and in the attempt he lost his pace and several more laps. Stinson continued his good riding to the end, covering 42 miles and 1,372 yards, Mettling rode 40 miles and 1,683 yards.

The five-mile amateur open that was also run, with prizes at each mile mark, had twenty-one starters. Coffey took the first mile prize, McDonald the second, S. Tobin the third and Harvey Giles the fourth. The final mile was contested for by Logan, McDonald and Matt Downey, the men finishing in that order. The time was 12:36 2-5.

In place of running the event six days, a fifty-mile race on Tuesday evening, August 23, concluded the contest.

Stinson won the event in the most decisive manner by taking the lead at the start and holding it to the finish.

His closest opponent was Nat Butler, who rode strong, while Sulkins captured third. Moran had the misfortune to puncture a tire in the nineteenth mile, and, having no spare wheel, was out of the contest. Mettling, through a misunderstanding of signals, retired from the race at two miles, while Caldwell, the sixth rider, failed to start. Stinson led Butler by more than nine laps.

In the start, which was flying, Butler had the pole, with Stinson, Moran, Sulkins and Mettling in the order named. In the first lap Stinson had no difficulty in taking the lead—in fact, it looked as though Butler was willing and was going to play a waiting game. The two drew away from the field until Moran got going, in the second mile, and then he went by Butler and closed up with Stinson.

Mettling was half a lap to the rear and quit. The three men were travelling well together, and at two and a half miles gained their first lap on Sulkins and got their second lap advantage in the fifth mile. Stinson was cutting out the pace in grand style, and gained a quarter of a lap on his nearest

opponents at five miles. Then Butler forced Moran to faster work, he trying repeatedly to go by, but without success. Stinson was riding miles right along in 1:20, making steady gains on the others, and at eight miles had gained half a lap on Moran and Butler. He went up and around both Butler and Moran without any great trouble in the ninth mile.

Stinson was clearly in form, and at fifteen miles had the race well in hand, being then two laps to the good on Moran, who was half a lap ahead of Butler.

The latter, however, was regaining his strength, and in the nineteenth mile, while the two were battling it out, the tire of Moran's wheel went to the bad and Butler went up into second position.

With the three men on the track each separated from the other by several laps, it was simply a case of ride the fifty miles distance, each man doing his best to roll up a good fast record. Stinson was in fine form throughout, and, while Butler was going well, he could not prevent his rival gaining on him, while Sulkins "plugged" steadily along, riding himself into third place for the entire race.

The time for the fifty miles was 1:09:32 1-5.

### Races Run on Springfield's Streets.

Owing to a soft, wet track, the second meet of the Springfield Wheelmen's Club was held on a straightaway course over paved streets of Springfield, Ill., on the afternoon of August 19.

J. Nash McCrea captured the honors of the day by winning two firsts and one second. S. P. Langhoff, of Peoria, was the "runner up," with two seconds and one first to his credit.

Jos. R. Irvine won the special one-mile event for the watch factory from Thos. Bell. Kerin was leading the bunch by fifteen lengths, when, a short distance from the tape, he ran over a dog and fell.

The quarter-mile open furnished the best finish of the day, McCrea winning by less than half a length. A half-mile was substituted for the five-mile, and the riders finished in close order, with McCrea first and Langhoff second and W. Rawlings third.

The riders made a loafing match of the mile race until 100 yards from the tape, when Rawlings made a sprint and looked like a winner until forty feet from the tape, when Langhoff and McCrea both passed him and finished first and second respectively.

#### Summaries:

One-mile for watch factory operatives—Won by Joseph R. Irvine; Tom Bell, second.

Quarter-mile open—Won by J. Nash McCrea; S. P. Langhoff, Peoria, second; Will Rawlings, third.

One-mile open—Won by S. P. Langhoff, Peoria; J. Nash McCrea, second; Will Rawlings, third.

The time of the events was not taken. The standing of the riders for the season's prize, a Racycle, is, in points, as follows: J. Nash McCrea, 26; Severin Langhoff, Peoria, 11; Thomas D. Selders, Bloomington, 11; Will Rawlings, 3; Mark McCrea, 2; Harvey Johnson, 1.



## MORE SALT LAKE RECORDS

### Iver Redman Lowers the Three Mile Amateur Record—Whirlwind Motorcycle Race.

Record breaking, skilful and exciting racing and plenty of enthusiasm still continues at the meets in Salt Lake City, Utah. On Tuesday evening, August 9, Iver Redman reduced the three-mile amateur record to 6:15, Gunn had a narrow escape in the five-mile motorcycle event, and Samuelson had an off night, failing to win a race.

The motor race was a veritable whirlwind from the start, and productive of some of the most spectacular scenes ever witnessed at the saucer. Six riders started in the event, but Earl Staley and T. M. Samuelson were soon distanced, and they dropped out. For the first two miles Gunn held the lead, with Samuelson and Smith close behind and Chapman at a distance in the rear.

At the beginning of the third mile Samuelson shot out ahead, but Gunn stayed with him as if glued. After going in this way for some time Samuelson unexpectedly swung high on the bank, but came down immediately and glazed Gunn, who was attempting to forge in on the pole by letting out a streak of speed that made his machine almost ungovernable. Instantly his motor shot out in front and Gunn went flying through space, landing up at the top of the track. As his body came rolling down the steep track Smith and Chapman sailed by, missing his head by the slightest margin. Before the frightened officials arrived on the scene to pick up the supposedly half-dead man, Gunn was on his feet, laughing over the affair.

This incident did not frighten the riders, who continued their killing pace. On the next to the last lap Chapman jumped up from the rear and tacked on to Samuelson's hind wheel. As the riders turned the stretch on the bell lap Chapman suddenly shot forth, gained a length and held it during the final lap. Smith finished a fair third. The time was 6:58.

Samuelson, who has had things almost his own way during nearly the whole season, had a hard time of it in this meet. He had a difficult time to qualify in the half-mile open professional. The first, second and third heats were won by Hofman, Downing and Stevens. In the final heat Downing did some great sprinting, and won the race by a generous margin. Hofman, Hopper and Stevens followed in the order named. The time was 0:59. Samuelson did not finish the race.

In the mile handicap professional Samuelson again failed to get inside the money. Hollister, with a handicap of eighty yards, crossed the tape first in the final, being followed by Palmer, Williams and Hopper. The time was 1:56.

Twenty-one amateurs started in the three-mile lap race, and the contest for supremacy was spirited throughout. Iver Redman won by a brilliant sprint, with S. A. Ellswood, Fred G. West and C. Redman finishing in the order named. The time, 6:15, is a new world's record.

O. R. Christensen ran away from the bunch in the one-mile novice and finished an easy winner, with Frank Snell second. The time was 2:17. Summaries:

One-mile novice—Won by O. R. Christensen; Frank Snell, second. Time, 2:17.

Half-mile open, professional—Final heat won by Downing; Hofman, second; Hopper, third; Stevens, fourth. Time 0:59.

One-mile handicap, professional—Won by Hollister (80 yards); Palmer, second; Williams, third; Hopper, fourth. Time, 1:56.

Three-mile amateur, lap—Won by Iver Redman; S. A. Ellswood, second; Fred G. West, third; C. Redman, fourth. Time, 6:15. Lap winners, Iver Redman, A. G. Taylor, 1; West, Heageren, Mills, Castro, 2; Weiser, 3; Wilcox and C. Redman, 5.

Five-mile motorcycle—Won by Chapman; Samuelson, second; Smith, third. Time, 6:58.

On Tuesday evening, August 16, a ten-mile race, open to both amateurs and professionals, for the championship of the West was run. To win the event Samuelson had to ride his best, for Hardy Downing forced him hard all the way all through the race, and came in half a wheel length behind him. Frank Hofman finished third, and Carl Redman, amateur, was fourth. Samuelson and Downing did not care for the lap money, and were content to jockey for good positions, which they held until the bell lap. Samuelson held back until the last lap, when he shot ahead of Downing and the fight between them began. Downing was unable to go around Samuelson, and was forced to be content with second place. Palmer held the last position throughout the race, and many thought he would be the winner, but he failed to go around the fast ones when the supreme test came. The time was 21:30 1-5.

Carl and Iver Redman were first and second in the three-quarter-mile amateur, and Ellswood third. The time was 1:32 1-5.

Palmer captured the half-mile professional in 0:55 4-5, with Hofman second, Hollister third and Burris fourth.

Weiser won the two-mile event for the slower amateurs and professionals in 4:10, with Castro, Staver and Mills finishing after him in the order named. Summaries:

Ten-mile Western championship, for amateurs and professionals—Won by W. E. Samuelson; H. Downing, San Jose, second; Frank Hoffman, Los Angeles, third; Carl Redman, fourth. Time, 21:30 1-5.

Half-mile professional—Won by Palmer; Hofman, second; Hollister, third; Burris, fourth. Time, 0:55 4-5.

Three-quarter-mile amateur—Won by C. Redman; I. Redman, second; S. A. Ellswood, third. Time, 1:32 1-5.

## FINE MOTOR PACED CONTEST

### Nat Butler Beats MacLean After Twenty-Five Miles of Neck and Neck Riding.

In hammer and tongs fashion Nat Butler and Hugh MacLean had it out in the whole of the twenty-five miles, in the paced event at Revere Beach, Boston, Mass., last Monday evening. Although Stinson finished third he put up a fine ride. Caldwell had a hard time, but stuck to it, and rode out the full distance. Butler, paced by Saunders, drew the pole, with MacLean, behind Turville, in second, Stinson, behind Hunter, next, and Caldwell, with Ruden, upholding the rear position. At the pistol MacLean went to the fore, with Butler close behind him, and the pair drew away from the others, MacLean being within a quarter of a lap of getting Stinson and Caldwell at the close of the first mile, which was ridden in 1:25 2-5. It was at the one and three-quarter miles that MacLean went around Caldwell for the first time, and Butler immediately followed suit. As soon as he was overhauled Caldwell came from behind his pace and later renewed the battle.

In the fifth mile Nat Butler went by MacLean in grand style, overhauling Stinson in the dash, and getting that rider between himself and MacLean.

Early in the tenth mile MacLean came up alongside of Butler and the two fought for the whole mile, MacLean finally falling back into second position. The time for the intermediate mile was 1:26 3-5. The hard work seemed to have told on MacLean, as Butler gained on him perceptibly, and then went up and by Stinson.

The latter rider resented this action and gave battle which lasted into the thirteenth mile, when he went by Butler. In the fifteenth mile MacLean came up on even terms with Butler, who, by hard work, retained his advantage, and made steady inroads on MacLean. At twenty-one miles he had three-quarters of a lap to the good. He could gain no more than that, however, and won by that distance from MacLean, while Stinson was three and three-quarters behind the leaders.

Caldwell stopped riding in the eighteenth mile for several laps, but returned to the track and finished the race. The time was 37:20 1-5.

Good sport was also furnished by the two amateur events, especially the five mile open, which, with a prize offered to the leader at the end of each half mile, kept the field constantly on the move.

Summaries:

One mile handicap, amateur—Final heat won by C. Connolly (145 yards); D. Connolly (75 yards), second; Pat Logan (scratch), third. Time, 2:01.

Five mile amateur—Won by Matt Downey, P. F. Logan second, J. J. McKinnon third. Time, 11:50 4-5.

Twenty-five mile motor paced—Won by Nat Butler, Hugh MacLean second, William Stinson third. Time, 37:20 1-5.



## HERE'S A RIDE OF MERIT

**Just for Fun, a Semi-Centenarian Wheels to St. Louis in Fourteen Days.**

A member of the New Jersey division of the Century Road Club of America, Emil Leuly, of West Hoboken, recently finished a pleasure tour that, as some of his fellow members say, "makes the tour of the automobiles to St. Louis look like counterfeit money." Leuly rode his bicycle from Hoboken to St. Louis, and covered the 1,220 miles in fourteen days. For eight days he rode more than one hundred miles a day.

Mr. Leuly is now nearing the half century mark in years, being fifty years old less a few months, and to a man of his age the ride is all the more creditable. The attached schedule shows that he rode over one hundred miles on eight days, and in a letter written from St. Louis Leuly says he would have completed over a century on August 4 and August 10 had it not been for a broken rim on both days, compelling him to abandon riding. On the 4th he had completed eighty-five miles. Again on August 10 he met another similar accident just before arriving in Indiana. In both cases he was delayed. Since leaving West Hoboken he has purchased four new tires, the roads in these Western States being in bad shape.

August 1 the small mileage of only sixty-four was made on account of the many hills to climb through that part of Pennsylvania.

August 2 thirty miles is all his sheet shows. A delay was had on account of a late start, and poor roads, the wet weather keeping him back.

Leuly is a florist, and he went to St. Louis to attend the convention of florists there. For the last few years Leuly has attended these conventions, riding his wheel to whatever city in which they have been held. Some of his trips include Buffalo, Milwaukee, Washington and as far south as Nashville, Tenn.

When at home Leuly rides very little during the week, his hobby being a long trip every fine Sunday, accompanied by many other members from West Hoboken, a ride to Newburg, Lake Hopatcong or a trip to Patchogue and return. Making over one hundred miles is considered a fair day's jaunt.

Leuly's plan when he started was to return to Philadelphia by train and ride home from there.

Under Century Road Club rules, Leuly having completed eight centuries on the trip, he will be granted gold bars, one for each century made.

The full day's schedule and miles covered in the run from West Hoboken to St. Louis will be found in this table:

| Date, time and route.                                        | Cyclo-meter. | Miles per day. |
|--------------------------------------------------------------|--------------|----------------|
| July 31, 4 a. m.—West Hoboken, N. J., to Tannersville, N. J. | 1,670        | 100            |
| August 1, 5 a. m.—Tannersville, N.                           |              |                |

|                                                                              |                     |     |
|------------------------------------------------------------------------------|---------------------|-----|
| J., to Nicholson, Pa.                                                        | 1,734               | 64  |
| August 2, 9:30 a. m.—Nicholson, Pa., to Hallstead N. Y.                      | 1,764               | 30  |
| August 3, 4:30 a. m.—Hallstead, N. Y., to Corning, N. Y.                     | 1,871               | 107 |
| August 4, 7 a. m.—Corning, N. Y., to Mount Morris, N. Y. (Train to Buffalo.) | 1,956               | 85  |
| August 5, 8:30 a. m.—Buffalo, N. Y., to Brockton, Ohio.                      | 2,021               | 65  |
| August 6, 5:40 a. m.—Brockton, Ohio, to Geneva, Ohio.                        | 2,121               | 100 |
| August 7, 5:30 a. m.—Geneva, Ohio, to Rochester, Ohio.                       | 2,223               | 102 |
| August 8, 4:30 a. m.—Rochester, Ohio, to Kenton, Ohio.                       | 2,327               | 104 |
| August 9, 5:15 a. m.—Kenton, Ohio, to West Alexandria, Ohio.                 | 2,428               | 101 |
| August 10, 5 a. m.—West Alexandria, Ohio, to Indianapolis, Ind.              | 2,520               | 92  |
| August 11, 6:40 a. m.—Indianapolis, Ind., to Marshall, Ind.                  | 2,623               | 103 |
| August 12, 5:45 a. m.—Marshall, Ind., to Mill Grove, Mo.                     | 2,724               | 101 |
| August 13, 5:30 a. m.—Mill Grove, Mo., to St. Louis, Mo.                     | 2,790               | 66  |
| Total                                                                        | 1,220               |     |
| Fourteen days, average                                                       | 87.1 miles per day. |     |



NEW YORK BRANCH 214-216 WEST 47TH ST.

### Eifler's Fast Flight.

A fifteen-mile open handicap, under the auspices of the Long Island district of the Century Road Club Association, that was held on the Merrick Road at Valley Stream, L. I., last Sunday, turned out to be an event of note.

There were seventy-three entries for the race, and fifty-seven started, and the record for the course was broken by J. M. Eifler, the winner of the first time prize. The former record for the course was 43 minutes, made by Gus Duester in 1902. The course was from Springfield to Rockville Centre, to Valley Stream. The place prize winners in the order of finish, were:

|                   | Handicap. | Net time. |
|-------------------|-----------|-----------|
|                   | M. S.     | M. S.     |
| 1. A. L. Wilcox   | 4:30      | 41:24 1-5 |
| 2. C. Martin      | 3:30      | 40:26 4-5 |
| 3. J. Husemmerich | 4:30      | 40:58     |
| 4. V. J. Lind     | 3:30      | 40:29 2-5 |
| 5. A. Bry         | 2:30      | 40:03 1-5 |
| 6. A. B. Eifler   | 4:00      | 41:33 2-5 |
| 7. J. F. Halligan | 3:00      | 40:33 3-5 |
| 8. W. Search      | 2:30      | 40:04     |
| 9. A. Demarest    | 3:30      | 41:04 2-5 |
| 10. N. Wintz      | 3:00      | 42:18 1-5 |
| 11. N. O. Stewart | 3:30      | 42:48 3-5 |
| 12. J. M. Eifler  | Scratch   | 39:51 1-5 |

The time prize winners, all scratch men, were J. M. Eifler, 39:51 1-5; C. A. Sherwood, 39:51 2-5; L. J. Wentz, 39:51 3-5.

## LICENSE LAW IS DEAD

**Salt Lake City Wheelmen Decline to Register and No One Troubles Them.**

According to the records of the City Treasurer's office, there is not a single bicycle in Salt Lake City, Utah, this year. Last year, by these same records, there were about fifty, and in 1902 there were thirty-one bicycles in the city. These figures, of course, represent only the number of people who have paid the license imposed by the City Council for riding a wheel on the streets. There are thousands of others who have bicycles, but to them the ordinance is a dead one.

In 1902 the City Council of Salt Lake City passed an ordinance levying a tax of \$1 a year upon every owner of a bicycle. The ordinance provided that each rider of a wheel take out a license with the City Treasurer, who thereupon issued a tag bearing the number of the license. This tag was to be attached to the head or steering gear of the machine. Another section of the ordinance provided that all moneys received from licenses should be set aside and used as a special fund for the construction of bicycle paths. The ordinance went into effect in September, 1902, and from the 16th of that month up to the present time eighty-one licenses were issued. These were issued in the fall of 1902 and during the year 1903. During the present year not a single license has been taken out.

The reason why more licenses were not collected and why the ordinance was not rigidly enforced was because there was always some question as to the validity of the measure. The city did not attempt to force matters, and the owners of wheels did not choose to take the initiative. The legality of the measure, however, came up in an indirect manner in the district court, and Judge Moss held that the ordinance was invalid.

On the 15th of last September Hattie Lee ran into a ditch on Fourth West street and hurt her ankle. She brought suit against the city and asked for damages in the sum of \$5,000. To the answer filed by the City Attorney, in which it was alleged that the plaintiff had not taken out a license for her wheel, as provided by the ordinance, the plaintiff demurred on the ground that the ordinance was unconstitutional. Judge Morse sustained the demurrer, and holds that the ordinance is invalid.

Under this ruling those who paid their tax under protest could bring suit against the city, provided six months had not elapsed, and recover the amount of the tax. The statutory six months, however, has elapsed since the last license was paid and the city is \$81 ahead.



## YELLOW MOUNTS FOR BLACKS

### Odd Remedy Proposed to Check Cycle Thefts—How the Wheels are Disposed of.

Due to the frequency with which good bicycles are "exchanged" for poor ones in South Africa—without the knowledge or consent of the owners of the former—the proposal has been made in all earnestness that the black natives be restricted to the use of bicycles enamelled yellow. The suggestion has caused an outburst of condemnation in London, where—as is the case in this part of the country, where negroes are comparatively few—it is viewed as another attempt to add to the downtrodden black man's burden.

Commenting on this attitude, a wheelman who states that he spent twelve years in the South African police service says:

"I still retain vivid recollections of many weary rides after 'civilized' natives who have mistaken some white man's up-to-date machine for their own miserable bone-shaker. At one time it was easy to tell a native cycle—this was when the Kaffir purchased the white man's leavings, but these times are long since passed. The Kaffir is fairly well provided with money to-day and he often purchases the best in the market. It is so easy for a native to get away with a stolen article. He simply dresses himself in his best clothes, selects what meets his fancy, mounts and rides away. In a couple of days he is in Zululand, or the Transkei. These parts of the country are overrun with men who have left the colonies for safety's sake. They are out of the way here, and the authorities do not trouble about them as long as they keep out of sight; these deserters from civilization are of all races and of all colors.

"There is a market amongst this community for anything—always provided that it is cheap in which case no questions are asked. The man on the stolen wheel rides here, and disposes of his plunder. Then he walks back to the colony. It is all so simple. When he feels so inclined he repeats the process. The members of these communities of outsiders live the life of their Kaffir neighbors. They live in huts; they are married to native women according to native rites; but they dress comfortably, they own good guns, and most of them in addition to owning a horse or two also possess an up-to-date bicycle.

"If any native seen riding an uncolored bicycle were liable to arrest, this illicit trade would soon be put a stop to by the police outposts all along the borders, but at the present time (unless there is some reasonable ground of suspicion), no obstacles can be placed in the way of a person riding through. The thief, after stealing the wheel, could not even take it through the streets without a written permit from the owner if the new law came into force; the mere fact of the bicycle not being colored would raise suspicion, so few would get out of the town in safety, and

those who did so would fall an easy prey to the police. The natives would soon realize this and bicycle thefts would cease. Whether the law will come into effect is another matter altogether. If extra proof were necessary as to the source to which stolen wheels flow, it can be found in the fact that ladies' machines are never taken."

### One of Frisco's Fair Motorcyclists.

In California wheelwomen appear to be taking more kindly to motorcycling than their Eastern sisters; there are at least three of them in San Francisco who use the power bicycle, and another, Mrs. C. C. Hopkins, wife of the well known dealer of that name, is a frequent passenger on the tandem at-



MRS. C. C. HOPKINS.

tachment with which he has equipped his mount; she has, indeed, accompanied him in this fashion for nearly one thousand miles this season. As her picture shows, Mrs. Hopkins is not a fairy weight. She weighs 155 pounds, and her "chauffeur" husband 170, a total load of 325 pounds, which the little machine carries along easily at a twenty to thirty mile clip.

Mrs. Hopkins uses for a riding costume a divided skirt made of English corded khaki cloth, with cap and leggings to match, with knitted red jersey over the khaki waist. When mounted the skirt is pulled away from the rear wheel by means of straps of rubber, which are invisible when released for walking. Mrs. Hopkins was a member of the old San Francisco Bicycle Club, the first one organized on the coast in the early 80's, and she was one of the first women of San Francisco to obtain a park license to operate an automobile. Her permit was issued nearly three years ago.

The mother-in-law appeared in a new role in a recent Pittsburg divorce case. She brought a bicycle for her daughter, and because the latter persisted in using it despite her objections, her husband asked the court to untie the knot which bound them

## SIDEPATH OFFICIALS FICKLE

### Authorities of Central New York Said to be Loving Motor Cars and Neglecting Paths.

Monroe County's cyclepaths, once the most famous in New York State, are suffering from official neglect, but there are signs of an awakening on the part of wheelmen, and an organized protest is likely. One of them, a Rochester rider, states the case trenchantly in this language:

"The automobile appears to have replaced the bicycle in the affections of the authorities, and, while it may be proper to talk of repairing the roads and fixing them so that automobiles can run over them easily, it must be remembered that for every automobile that is bought in Rochester ten bicycles are purchased. Automobiles are still the toys of wealthy people, but the cycle is the vehicle of the workingman, of the factory laborer and of the clerk, many of each class finding the wheel their only method of getting out into the country in the evenings or on Sunday. Their claims to consideration should be met, and if they are not met the matter will be brought up in some organized way.

"It is not accurate to say that the number of wheelmen is decreasing or that the sport will be dead in a year or two. The slackness of a season or two was merely the reaction after the extreme to which faddists had carried wheeling. People have reduced it now to a convenience, and the manufacture of the wheel is so much more perfect that a bicycle becomes a permanent piece of property rather than a thing to be changed every year.

"A few years ago it was a pleasure to ride on the Monroe County sidepaths, but this has changed, and now, although they still pay for tags, it is often necessary to avoid them if the rider wants to proceed in safety."

### Wind-Up of Boston Reunions

On Sunday, September 4, the last of the series of Boston district reunions will be held at Bass Point, Nahant, under the auspices of the Clover Cycle Club, of Lynn. This is an ideal rendezvous for a wheelmen's meet. Good roads lead in every direction, besides its being very easily accessible by boat from Boston or by train as far as Lynn, and then by barge or boat from there. All the towns to the north of Boston will be well represented, and parties are being formed at Haverhill, Lawrence, Lowell, Newburyport, Salem, as well as at Chelsea, Boston, Malden and Roslindale. Captains of all the clubs will call runs for the event, and the Clover Cycle Club, of Lynn, has induced the hotel and restaurant proprietors of Bass Point and the steamship companies to donate a cup to the club having the largest turnout of members. Captain A. S. Peck has called a run of the Massachusetts Bicycle Club for that day, and has induced Abbot Bassett and other L. A. W. officials to agree to attend.



## DYER ON SHORT TOURS

### Century Road Club President Appeals to Members to Learn Their Joys.

P. A. Dyer, president of the Century Road Club of America, has issued the following address to members:

"Now that we are in the middle of the summer season, is there any better way of spending one's vacation than by taking his wheel and stowing away in his pocket one of those handy pocket kodaks. Within the past few years, we are sorry to say, this most enjoyable pastime of touring during the vacation period has, like many other features of wheeling, nearly passed into innocuous desuetude.

"Even a small pleasure tour of one or two days, can we imagine any better method than rising early in the morn and taking one of the many pleasant trips amid pretty rural scenes which abound about New York. Getting away from the busy, dusty city, leaving the hum-drum and toil of life behind you, and in some sequestered nook, inhaling the pure, invigorating air of nature. Perchance, some pretty, charming scene will catch your eye as you cycle along the highway, and if you are a true lover of nature, and all wheelmen are (or should be), you immediately dismount, unlock your camera, take a snapshot of the picturesque view before you, to take home and develop at your leisure.

"Dinner at the wayside inn, or, better still, at some country farmhouse, with plenty of fresh milk and the freshest of vegetables, the inner man feels revived, and you again mount your silent steed to seek pastures new; you may decide to spend the night at some village hotel and on the morrow continue your explorations.

"Is there any better way of enjoying yourself than by this simple, delightful pastime of touring, inhaling the pure, fresh air of nature, expanding and developing your physical powers? Arise, ye sluggards who have come to regard the bicycle as a useless piece of burden, be yourselves again and renew once more this glorious and healthful feature of cycling, pleasure touring."

### Milwaukee May Restrict Motorcycles.

There is a fair prospect that the motorcyclists of Chicago, Racine, Oshkosh and other nearby places will be no longer able to visit and use the streets of Milwaukee until they have paid \$1. The automobile club of that city in its desire to obtain greater speed has drafted an ordinance in which motorcycles are specifically included providing for a license fee of \$1 and the display of tags, etc. Non-residents are exempted only in the event of their having complied with a similar law in their home cities.

The proposed ordinance, if passed, as is extremely probable, will also prohibit the use

of motorcycles by any one under eighteen years of age and by any man who may be minus an arm or finger, as it limits their use to those possessed of "full use of both hands and arms."

President Betts of the Federation of American Motorcyclists has requested the Milwaukee club to eliminate all reference to motorcycles and permit the riders thereof to work out their own salvation, but meanwhile the draft of the law has been handed to the judiciary committee of the City Council by which it has been favorably reported.

### International Cup Race, Sept. 25.

The first international contest for the cup offered by the Motorcycle Club of France is scheduled for September 25, on a circuit in the Department of the Seine-et-Oise, fifty-four kilometres, five rounds, thus making 275 kilometres. The French eliminating contest to decide the French team will be held on September 11, on the same circuit.

Each club to be represented by two or three motor bicycles, which, according to the rule enforced by the Automobile Club de France and the Motorcycle Club de France, must weigh not over 110 pounds. All parts of the machines must have been constructed in the countries they represent.

### Manley Wins Twice at Cleveland.

Two motor bicycle races, one on each day, were decided at the meet of the Cleveland (Ohio) Automobile Club on Monday and Tuesday last. The results follow:

Two-mile race, open—Won by L. F. Manley, Cleveland (Rambler); S. J. Chubbuck, Toledo (Yale), second; A. B. Koffman, Toledo (Yale), third. Time, 3:13 2-5.

Five-mile handicap—Won by L. E. Manley (Rambler); second, John Sabo (Indian); third, S. J. Chubbuck (Yale). Time, 8:05.

### Where Motorcycles Outnumber Cars.

The British registration statistics disclose the surprising fact that in the United Kingdom motorcycles are considerably more numerous than automobiles. Up to the close of July, and with one county missing, the records show that there are in use 21,521 motorcycles and 18,340 motor cars. Of this number 2,606 of the cycles and 3,619 of the cars are in London.

### Allegheny Motorcyclists Organize.

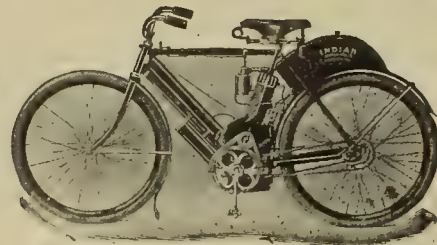
With twelve charter members, the Allegheny Motorcycle Club organized at Allegheny, Pa., on July 23 last.

The officers elected were J. M. Sharp, president; E. Eisenberg, secretary-treasurer, and H. L. Bartell, captain.

### Big Travel on a Popular Road.

During a twenty-four hour period ending at noon on a Sunday of this month, it is asserted that 13,426 cycles, 6,241 motorcycles and 4,215 motor cars passed through Redhill toward Brighton, the Manhattan Beach of England.

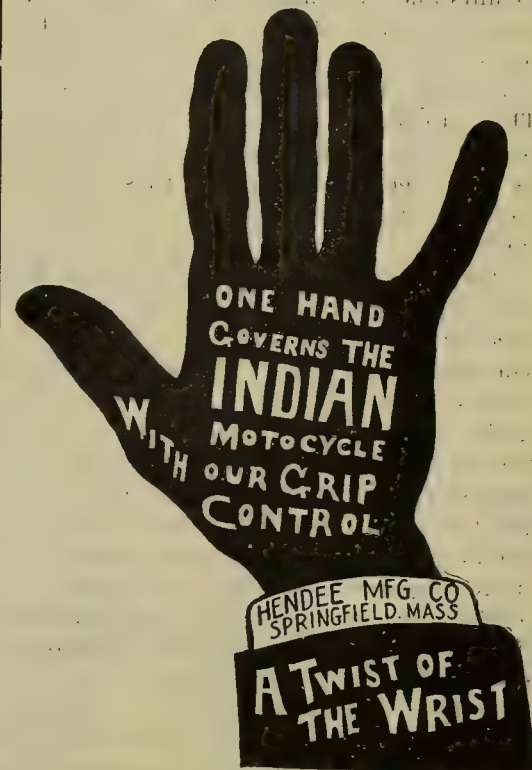
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**Tales of Loop-the-Loopers and Others.**

With the introduction of such hair-raising performances as "loop the loop" and "loop the gap," the art of the cycle trick rider has not only become much more arduous, but vastly more hazardous. Accidents, some of them resulting in serious injury and even death, have been the outcome, and every rider who essays feats of this character knows that he takes his life in his hand. A writer in Success relates some incidents in this connection, gleaned from talks with veteran circus performers and couched in their own words.

"There was one act, however, which we knew to be dangerous; that was 'looping the gap' on a bicycle. We knew that one man had been killed and another badly injured at Coney Island on a simple 'shuttle loop,' and here was a young Italian performing the same feat with the added danger of the 'gap.' He coasted down an incline that hooped back at its foot and carried him, upside down, across a gap in the top of the hoop to the other side of the circle and so down to the level again. In fact, flying through the air, head down, he turned a somersault with his wheel and came down on it.

"'You can't say that isn't dangerous,' one of the party challenged.

"'Dangerous!' the circus man replied; 'it's deadly—to a person who can't do it. I'm only surprised that more ambitious amateurs weren't killed in that Coney loop. As for our man here—well, just to prove what I say, I'll tell you something that isn't known outside. We have to carry three men able to do that "appalling feat," but the three are all members of one troupe of acrobats, and they all do it equally well, and yet,' he added with a smile, 'none of them is a brave man. With each skill eliminates most of the risk.'

"He introduced us to them. They were French acrobats, of the name of Ancilotti, either sons or apprentices of a famous circus performer of Europe. When any of them 'looped the gap' he rode in full control of his wheel, with an unbewildered consciousness of where he was at every moment of the way, and with an alert preparedness for any accident that might throw him. They

had had many falls while they were learning the act, but they had never been hurt. They knew how to fall.

"They had, in fact, spent a lifetime learning how to fall—and how to ride without falling. From the earliest years of their infancy they had been working at that art. With their parents in France, and with circuses in every country of Europe, they had been riding the single wheel, mounting the spiral, descending the ladder, crossing the high wire, balancing on each other's shoulders and doing all the other feats that the bicycle has introduced into the circus. They had added 'looping the gap' to their repertory. They will have to have a new trick for next season.

"The circus man spread his hands. 'You see, we have no use for a man who endangers his life. What we want is a man who can do acts that appear appallingly dangerous, but can do them without any risk to himself. That is what all these men can do, and are paid for doing—that and nothing more.'

William Walleit, an English bareback rider, undertook to explain. He is thirty-five years old, and has been riding in the circus since the age of four, when he made his first appearance strapped to the back of a pony.

"It is all done with the shoulders," he said. "The shoulders are the centre of gravity, in the air. It is with the muscles of the chest that the lift and turn are both made. For example, in a back somersault you do not throw yourself over with the kick from the ground. You merely leap into the air, and then, with the muscles of the stomach and chest, whip your legs up over you, revolve around your shoulders and come down on your feet. That is the reason why all circus performers are widest under the arms and smallest around the waist. They are built like greyhounds."

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**Outsiders Beat the Bloomingtonians.**

Good sport was furnished for a large crowd that gathered to witness the fifth of a series of races, promoted by the Bloomington Wheelmen's Club of the Y. M. C. A., Bloomington, Ill., on the evening of August 17.

S. P. Langhoff, of Peoria, and J. N. McCrea, of Springfield, had things almost their own way in the two events that were run.

McCrea won the final heat of the quarter mile; H. Knecht was second and Langhoff third.

M. Carlson tried to make a runaway of the one mile event, but was caught by McCrea and Victor after an eighth of a mile had been ridden; the pace was too fast for Victor, however, and he was left to be caught by the rest of the bunch, who were putting forth their best efforts, and who caught the leaders at three-quarters of the mile, when Carlson quit. Then the race was a hard fight to the tape. McCrea won by half a wheel length from Knecht, who led Langhoff by less than a foot. Summaries:

One-quarter mile: Final heat—Won by J. N. McCrea, Springfield; H. Knecht, second; S. P. Langhoff, Peoria, third.

One mile—Won by J. N. McCrea, Springfield; H. Knecht, second; S. P. Langhoff, Peoria, third.

The events were on a straightaway course and no time was taken. A twenty mile race is scheduled for Labor Day, September 5.

**Chicago's Mayor Finds Real Enjoyment.**

One of the big dailies of Chicago deems it of sufficient importance to publish the fact that "a sixteen-mile bicycle ride will be the pleasure of Mayor Harrison to-day." It adds: "He said yesterday that he would ride from his home in Schiller street along Sheridan road to the home of Heaton Owsley, in Glencoe, and spend the day smoking his pipe under the shade trees of the north shore suburb."

The police of Lansing, Mich., awoke last week to the fact that the law required bicycles to display lighted lamps after night-fall. Several arrests were the immediate result.



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## EPIDEMIC OF THIEVERY

**Cyclists of Newark, N. J., Suffer from Depredations—Many Clever Tricks Worked.**

Bicycle thieving has recently become epidemic in Newark, N. J., and the neighboring towns. Last Saturday H. Belden and E. E. MacElroy went to the matinee races and left their bicycles standing against the outer railing which incloses the track, but did not go far away from them. Shortly before 5 o'clock several persons near the track saw a man in dark clothes take one of the wheels and ride off.

They notified Belden and MacElroy, and MacElroy immediately mounted his machine and gave chase, but was unable to catch him.

According to reports made to the police, among the losers of bicycles are F. J. Bauer, of No. 189 Market street, Newark, who lost a wheel from the hallway of that address, and E. O. Chase, of No. 46 to 54 Commerce street, Newark, whose bicycle was stolen from a factory there. A thief also made away with a wheel belonging to W. F. Jones, of No. 162 Belleville avenue, Newark. Police Captain

Cosgrove, of Newark, has received numerous reports of stolen bicycles from neighboring towns, principally from Montclair.

Frank Doewey, who said he was a machinist, twenty-three years old, was arrested last Saturday on suspicion of being implicated in the numerous bicycle thefts. It is alleged he made a practice of sending "fake" letters to various addresses by messenger boys who rode bicycles. He would then hurry to the place where the boys were sent, and while they were inside delivering the message would ride off on their wheels.

In Caldwell last Saturday two young men, who said they came from Paterson, went in F. Hiller's store and asked to see his line of bicycles. After a while Hiller's attention was drawn elsewhere, and one of the men, in leaving, exchanged his old wheel for one of the new ones in the store. About fifteen minutes elapsed before Hiller discovered the trick, whereupon he sent three of his workmen in search of the alleged thief, himself boarding a trolley car in the hope of overtaking the men in case they held to the avenue.

While passing the Montclair Y. M. C. A. building Hiller saw his wheel outside

and alighted to investigate. He identified the wheel as the one taken from his shop, went inside and in the hall confronted the two men, who were looking over several bicycles that stood there. Hiller charged them with having stolen the wheel outside, whereupon both said that they knew nothing about the machine in question, and pointed to wheels in the hall, which they said they owned. Hiller said he would settle the matter by calling the Y. M. C. A. members who were upstairs. This was done, and the hall was soon filled with men. In the confusion one of the two suspects ran to the second story and jumped through the window to a shed and disappeared. The other escaped by the door. At the gymnasium it was said that three wheels had been stolen during the week.

Two fourteen mile road races, one for bicycles and one for motor cycles, are scheduled for Labor Day, September 5, at Wheeling, W. V., by the "Daily Register" of that city. The motorcycle race will be started one-half hour before the bicycle race. The entries are open to West Virginia, Eastern Ohio and Western Pennsylvania. A \$60 bicycle is at the head of the list of prizes offered.



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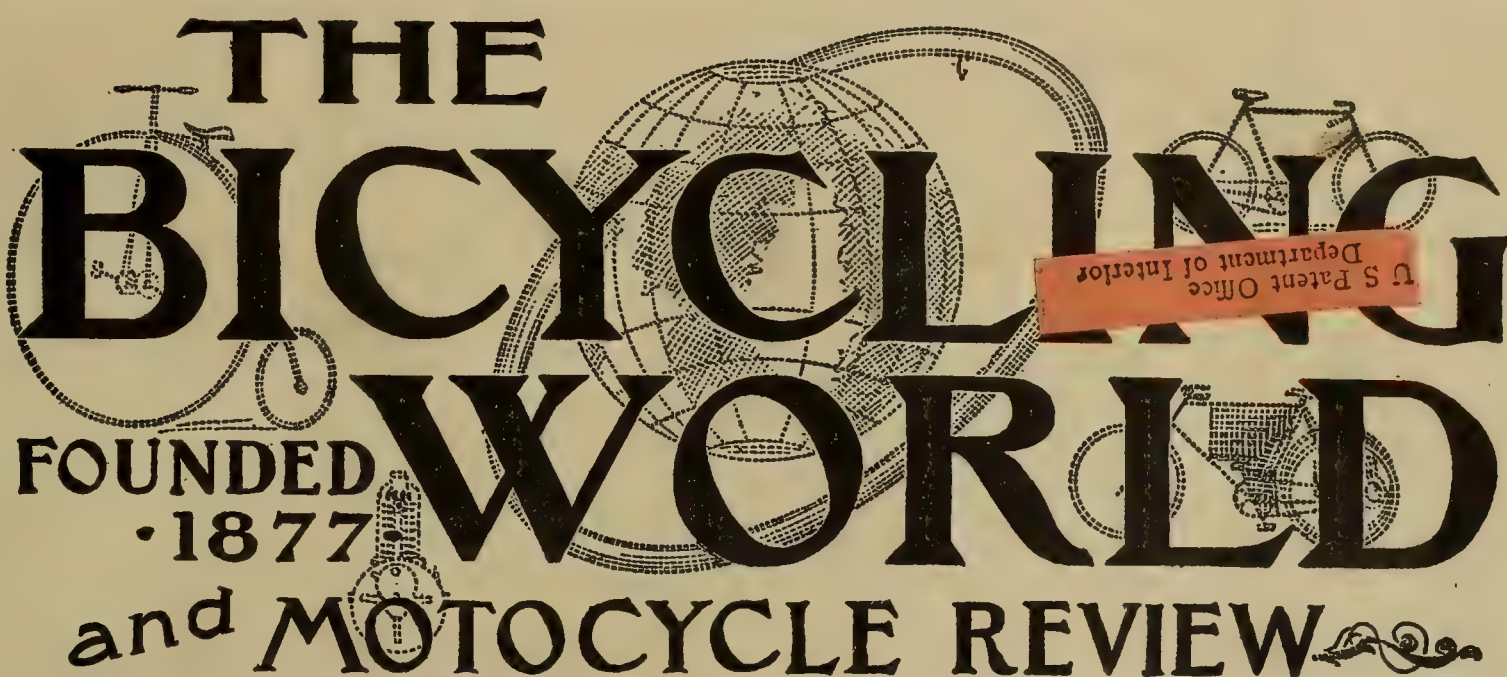
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No. 23

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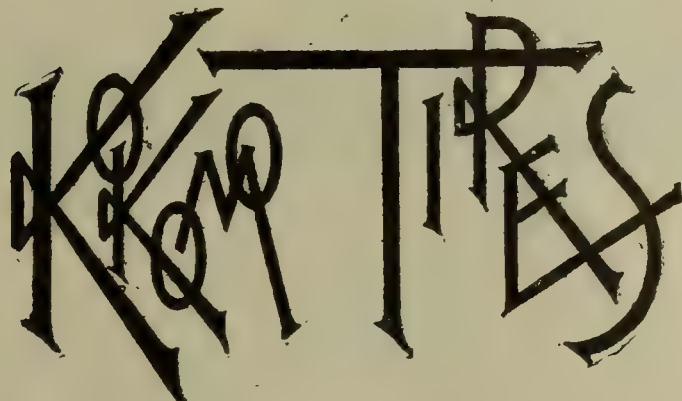
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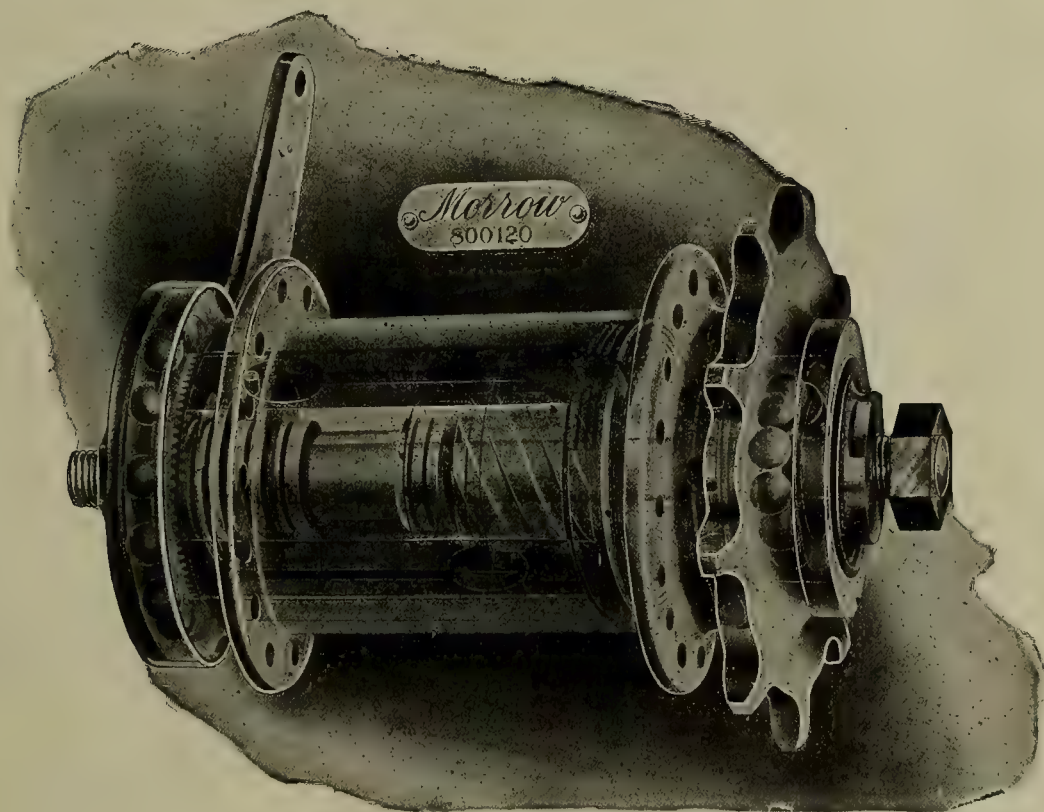
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The Single Tube Auto. & Bicycle Tire Co. realize that these decisions are of no value to them except so far as the District of Massachusetts is concerned, and they realize further that their patent will not stand the test of an honest defense, and further, they realize that we are not infringing their patent, even if they had one that was valid; otherwise they would not have confined themselves to bringing a suit in which we were not interested, which latter fact we are much inclined to believe the Single Tube Auto. & Bicycle Tire Co. well knew.

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The Single Tube Bicycle Tires made by the Continental Rubber Works of Erie, Pa., infringe the Tillinghast patent, and the courts have enjoined their sale.

All the manufacturers of Single Tube Tires in the country, with the exception of the Continental Rubber Works, are licensed under the Tillinghast patent.

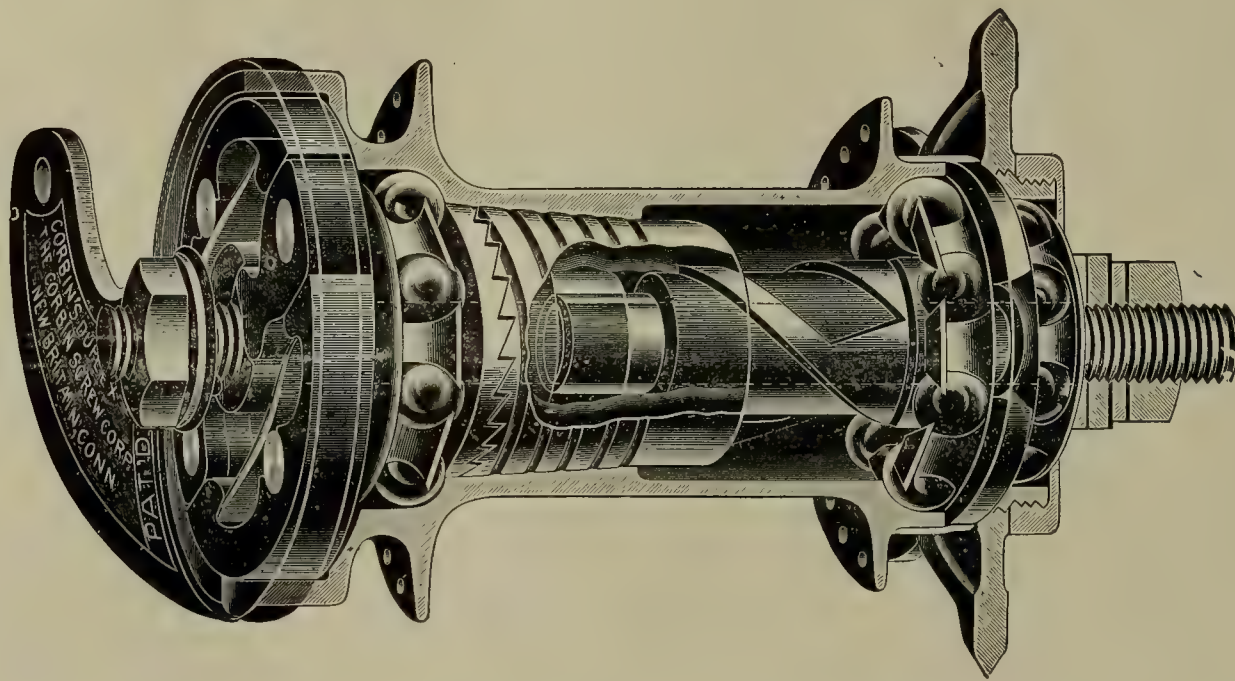
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**SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.**



The  
**Corbin=Duplex**



Not the “Whole Thing”  
but the “Real Thing” in  
Coaster=Brakes.

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We are now making front hubs to match our  
coaster hubs. Have you obtained quotations?

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**CORBIN SCREW CORPORATION,**  
NEW BRITAIN, CONNECTICUT.



# The Bicycling World

## AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, September 3, 1904.

No. 23

### QUALITY THE KEYNOTE

#### Tire Maker Points Out that this is Now the Trade's Strength in all Things.

"I have implicit confidence that the bicycle will steadily return to popular favor," said W. B. Miller, secretary of the Diamond Rubber Co., of Akron, who has been in New York for a few days. "I have reasons for my opinion, and we have prepared to see our expectations fulfilled by making quality our watchword all along the line. Instead of a wide diversity of grades to make a big range of prices possible, we will have not more than three—perhaps only one.

"We have never for a moment lost our faith in the permanency of bicycling, and, although the call for cheap wheels will continue to be heard, the future of the industry depends very materially on the increasing demand for better goods. The improvements that have been made in the past year or two are helping the industry and will help it still more, and it is to keep pace with these improvements that we have arranged as tire manufacturers, to do our part in full and make our contribution a really important one."

#### To Make an Atmospheric Burner.

The atmospheric gas burner, to screw into an ordinary gas bracket for hardening and tempering small tools, drills, taps, reamers and other purposes requiring a hot, smokeless flame, is such an indispensable adjunct to the equipment of a workshop that it is well worth knowing how to make one. A repairer who uses one thus describes it:

The materials required will be a brass rifle cartridge case and an iron burner. The cartridge case can be picked up at any rifle range, and is of the correct proportion to secure a bright blue, smokeless, and at the same time exceedingly hot, flame of about six inches in length.

Drill out the cap and tap the end to receive the burner, also drill in the side of the case at equal distances six holes of a quarter, two holes each side, one above the other, and one each side at right angles to and between the holes, the top holes being not more than three-quarters above the cap end,

Now take the burner and plug the end which enters the case with a piece of stick brass, and in the centre of that drill a 3-64 hole; then screw the burner into the end of the cartridge case, and you will have a nice looking little attachment, and also one which will give a surprising amount of heat, a piece of one-quarter wire being heated a bright red in a few seconds.

#### Badger Building Larger Factory.

Owing to the very large increase in the sales of Solar motor lamps, the Badger Brass Mfg. Co.'s factory, at Kenosha, Wis., has become inadequate, and an entirely new plant will be erected at once. This plant will be 360 feet long and 90 feet wide, and of the very latest mill construction. Power is to be supplied by gas engine, and the factory, very properly, will be lighted with acetylene gas. It will be entirely equipped with the newest and most modern machinery, and, with these facilities, the company expects to be in a position to guarantee prompt deliveries on all contracts and orders for 1905. The contracts are let, and the factory is to be completed and running within ninety days. In the meantime, the company will continue their manufacture in their present plant.

#### Traced Trouble to Tank Cap.

G. N. Rogers, of Buffalo, than whom few are more expert in the understanding and care of motorcycles, relates an unusual trouble that balked him for some little time. For the first time his Indian motor bicycle refused to "mote"; it would merely spit and sputter. After cleaning the carburetter and inspecting the plug, valves, wiring, etc., to no purpose, he removed the cap of the gasoline tank and presto! all was right. The trouble was found to be due to the non-return or ball valve in the cap. The brass headless screw that keeps the ball in position, and regulates ingress of air to tank, had become wedged against the ball so tightly that it shut off the air supply and affected the flow of gasoline. A turn with a screwdriver, which released the ball, immediately remedied the matter.

#### Removing from Beloit to Rockford.

Goddard & Allen Co., Beloit, Wis., are about to remove their factory to Rockford, Ill. The company makes the Allard bicycle.

### GOODYEAR REARRANGEMENTS

#### Akron's Concern Makes a Reduction and an Increase to Further Its Plan.

The Goodyear Tire and Rubber Co., Akron, Ohio, has certified to a reduction of its capital stock—all common—from \$1,000,000 to \$500,000, and has filed a certificate increasing its capital stock from \$500,000 to \$1,000,000—one-half preferred. This transaction is explained by the provisions of the Ohio statute under which common stock can be changed to preferred stock only by such procedure.

The proceeding relates to the plan of reorganization of the company submitted to its creditors, who were invited to surrender their claim for a prospective issue of bonds and a new issue of preferred shares, the company to have the right to redeem these securities at any time.

The company was originally capitalized at \$1,000,000, but of this only one-half was issued, and the remaining shares were cancelled by the reincorporation. Of the new capital \$500,000 is to be in 6 per cent cumulative preferred shares, "such stock to have a preference in liquidation as well as in dividends." The plan involves also \$300,000 of ten year 6 per cent bonds, secured by mortgage on the company's plant.

#### Fisk in New Quarters.

The Fisk Rubber Co.'s Boston branch, so long located on Atlantic avenue, in that city, will remove next week to 226 Columbus avenue, in the heart of the cycle and automobile districts. The building, which has been leased for five years, has been rearranged to meet the requirements of its new occupants.

#### Fauber's Future Not Settled.

The future of the Fauber Mfg. Co., Elgin, Ill., appears shrouded in doubt. Since the fire which destroyed its plant, nothing definite regarding its rebuilding has been obtainable, the officers being reticent on the subject. The matter of insurance has not yet been settled.

#### The Retail Record.

Taunton, Mass.—Edward McDonald removed to 13 Broadway.

Riverside, Cal.—S. G. Drew, No. 658 Eighth street, sold out to Edward Harpham.



## LONGEST MOTORCYCLE RUN

**Only Four Riders Survive the Dusty  
"New York-Philadelphia Limited Run."**

Only four men completed the New York Motorcycle Club's "New York and Philadelphia limited run"—New York to Philadelphia and return—on Sunday last. They were A. J. Banta, 1¾ h.p. Rambler; J. F. McLaughlin, 2¼ h.p. Tribune; R. G. Betts, 1¾ h.p. Indian, and John J. McNevin, 1¾ h.p. Rambler.

Possibly because it appeared too local in nature none of the tradespeople interested themselves in the event, Banta being the only one of them to participate. And possibly because the entry blank suggested a too strenuous order of things, the riders of New York and vicinity did not "warm up," and but ten entries in all were received, and one of these did not start. But the small field does not detract from the fact that the run was an affair of moment. It was easily the longest organized daylight run attempted by motorcyclists.

The conditions required participants to finish within not less than eleven hours, and not more than fourteen hours. The route chosen required six ferriages, for which no allowances were made, and, as the entry blank fixed the start at 5 o'clock a. m. from the New York Motorcycle Clubhouse—six miles, or, roughly, twenty-five minutes from the first ferry—the one from Manhattan Island to St. George, Richmond Borough, on Staten Island, it was manifest that thirty-five minutes must be wasted in idleness, and, as the trip by water between the two boroughs occupies thirty minutes, it made a total of 1 hour and 5 minutes to be practically wasted before the real start was made. In all, the delay in New York and the several ferriages between the points stated, between Tottenville, Staten Island, and Perth Amboy, N. J., and between Camden, N. J., and Philadelphia, entailed enforced inactivity of something like 2 hours and 15 minutes, which brought the actual riding limits of the run to 8 hours 45 minutes and 11 hours 45 minutes respectively, instead of 11 and 14 hours.

It placed a high premium on lawbreaking scorching in its worst form, due to insistence on this point and vigorous protests, chiefly by President Toepel of the promoting club and President Betts of the Federation of American Motorcyclists, the conditions were finally altered, and the ferry landing at St. George, Staten Island, which is a part of New York City, was made the starting and finishing point. The change was made too late, however, to affect the number of entries.

In addition to those who survived, the starters were: D. D. Miller (Indian), Raymond Chidester (Rambler), F. W. Horenburger (Marsh), and R. H. Nickerson (Holley), all of the New York Motorcycle Club, and H. Mabie (Indian), of Hackensack, N. J. Excepting the successful quartet, Miller and Chidester were the only ones to reach Philadelphia. Near Trenton, on the return

journey, Miller snapped a chain, which became entangled in his rear wheel and badly bent the rear stays: Chidester pedaled into New Brunswick, thirty miles from home, after dark. After leaving Trenton, in order to save himself from a scorching automobile coming from the opposite direction, he ran into a ditch and damaged an already leaking gasoline tank so that it would not hold more than a cup of fluid. When this was exhausted, he could not renew the supply, and, perforce, was compelled to pedal seven miles. Although he struck a fence and fell heavily when he ran into the ditch, the curs in the motor car did not stop or even slacken speed to discover whether Chidester was dead or alive. Horenburger sustained four punctures and had carburettor troubles, and retired early in the day, and Mabie early lost the nuts and bolts off his gasoline tank, which became detached and put him out of the running. The piston rings in Nickerson's motor—an old one—broke and jammed seven miles from Philadelphia. A good Samaritan placed a machine shop at his disposal, and he made repairs and reached New York at midnight.

Of the survivors, Banta, at New Brunswick, on the return journey, broke his saddle, which let him down on the gasoline tank, which broke off and delayed him nearly an hour before the damage could be repaired. While he had kept well within his speed on the outgoing trip, on the return from Philadelphia he "cut loose" and fairly "burned up the road" in a desire to finish first. He was so far ahead when his accident occurred that he was able to make the necessary repair and finish in exactly 11 hours from the time he left the New York Motorcycle Club's headquarters; he had "forgotten" the change of the finishing point. Banta just missed the ferry between Perth Amboy and Tottenville, but he was able to hire a rowboat, and so lost but a few minutes. This ferry, which runs but once each hour, greatly delayed the other three. McLaughlin was forced to wait 50 minutes. Betts 45 and McNevin 30.

McLaughlin finished at the clubhouse in 12 hours 38 minutes, and Betts and McNevin, the latter of whom had tire troubles, in company at the St. George ferry, in 13 hours 25 minutes—the maximum and minimum limits in which to qualify for medals being 11 and 14 hours, respectively.

The roads in many places were deep in dust, and all the medal winners save Betts looked like Santa Clauses. He was the only one who travelled according to a self-arranged schedule, to prove, he said, that the long run can be made cleanly and without undue scorching in the hours of daylight. He brushed the dust from his clothing and wiped his face at every stopping place, and between some of them, and looked not at all like a traveller on a long and dusty road.

The men were checked coming and going at New Brunswick, Trenton and Philadelphia; they were privileged to follow their own routes. Their mileage varied from Banta's 213 miles to 229 miles.

The Philadelphia Motorcycle Club attended to the checking at Philadelphia, and did it in fine style. They had men on both sides of the river with ferry tickets ready, and also guides to show the way to the gasoline supply stations.

## WATSON WINS COAST

**Hartford Man Beats Out Visiting Opponent  
by a Close Margin in Second Contest.**

Hartford had sweet revenge on New Britain in the second coasting contest, held in Hartford, Conn., on the Maple and Fairfield avenue hill on Saturday afternoon last.

C. H. Winchester, the New Britain man, who with a Corbin brake won the previous event with a margin of 208 feet, was this time defeated by two feet by George Watson, of Hartford, who used a Pope brake, and who finished fifth in the last contest. William Watson finished third, with a fixed gear, 22 feet back of Winchester. W. J. Cox, of New York, who was second in the last contest, did not participate.

The distances coasted fell short by a wide margin of the figures established in the previous contest, when all of the first four men went further than the winner's figures this time, their records being 562½, 354, 342 and 279 feet over one mile, respectively. Although the course was in better condition, the wind that blew down the hill on the first occasion was lacking, and this accounts for the shorter distances coasted.

The same rules as governed in the previous event were followed, save that the six men who coasted the greatest distance were required to coast a final heat.

In the first coast George A. Loomis was first, followed by William Watson, George E. Watson, C. P. Anderson, C. H. Winchester and L. A. Sherman, in the order named.

Edward Fahy again promoted the contest, under the auspices of the Columbia Bicycle Club. Twenty-five prizes, the first being a Columbia bicycle, were awarded.

The following table gives the order of finish, the coaster brake used and the distance coasted:

| Name.                                   | Coaster Brake.   | Distance Coasted |
|-----------------------------------------|------------------|------------------|
| 1 Geo. E. Watson (Pope).....            | 1 m. and 250 ft  |                  |
| 2 C. H. Winchester (Corbin Duplex)..... | 1 m. and 248 ft  |                  |
| 3 William Watson (fixed gear).....      | 1 m. and 226 ft  |                  |
| 4 George A. Loomis (Pope).....          | 1 m. and 217 ft  |                  |
| 5 C. P. Anderson (Pope).....            | 1 m. and 214 ft  |                  |
| 6 L. A. Sherman (Pope).....             | 1 m. and 58 ft   |                  |
| 7 William Rieckel (Pope).....           | 1 m. and 144 ft  |                  |
| 8 H. A. Beaulieu (Pope).....            | 1 m. and 55 ft   |                  |
| 9 E. J. Schalk (New Departure).....     | 1 m. and 37½ ft  |                  |
| 10 George Recor (New Departure).....    | 1 m. and 37 ft   |                  |
| 11 H. P. Townsend (Corbin Duplex).....  | 1 m. and 36 ft   |                  |
| 12 C. Gilbert (Pope).....               | 1 m. and 22 ft   |                  |
| 13 C. A. Lawrence (Fixed gear).....     | 1 m. less 26½ ft |                  |
| 14 W. E. Arnold (Morrow).....           | 1 m. less 30 ft  |                  |
| 15 E. H. Fahy, jr. (Pope).....          | 1 m. less 106 ft |                  |
| 16 Jos. Winchester (Corbin Duplex)..... | 1 m. less 115 ft |                  |
| 17 John Hassett (Pope).....             | 1 m. less 160 ft |                  |
| 18 Bert J. Bannon (Fixed gear).....     | 1 m. less 180 ft |                  |
| 19 Baptiste Talotico (Pope).....        | 1 m. less 200 ft |                  |

The Hartford (Conn.) Motorcycle Club finally completed its organization on Tuesday last by the election of the following officers: President, J. M. O'Malley; Vice-President, William Holtz; Secretary, Joseph Dalton; Treasurer, Alexander Smith; Captain, John J. O'Connor. Twenty-two of the forty-five motorcyclists in Hartford comprise the charter membership.



## HARDEST OF ALL RACES

**Such, in Butler's Opinion, is the "Miss and Out" Contest.—The Reasons.**

"Of all hard races conceived," said Tom Butler to an interviewer a few days since, "the miss-and-out is about the limit. The rider who gets first money in that race can sit down after it is over and figure it out that he is about the best bicycle rider in America to-day, for, barring accidents, that's just what the result will show. The man who framed the race ought to get a gold medal for his inventiveness, and then, just to prove what an innovation at hard riding he has created, he ought to be made to ride one of those races to a finish. I'll guarantee you he wouldn't be so anxious to put another on, that is, if he had to go and stew out in one of them.

"I'd like to have seen Eddie Bald in a race of this sort eight years ago, when he was good. Those were the days. Bald's estimated earnings for a year were anywhere between \$40,000, a very conservative figure, and \$100,000. He wouldn't ride at a race meet unless he got big appearance money, despite the fact that he was drawing \$10,000 for riding the 'White Flyer.'

"We were all making big money, but Bald got first dip into the milk can. He had most of the boys beat to death riding, but the Bald of old would never hope to last through the exacting conditions of the miss-and-out."

"Why?" said Butler, in reply to a question. "He couldn't stand it. A five-mile handicap race those days was the limit, and the boys out in front never went mad for the money the way they do nowadays. Now, in this new race there's a dollar for the winner of every lap. It isn't much to strive for, but there's enough fellows in the 'pro' ranks to-day who need the money enough to ride themselves out for it. Quite a few of these boys work in the shops here, and if they can win five or six laps every week they run their wages up to quite a respectable salary. There are about thirty-five 'pros' on the ground, which means that the miss-and-out will go thirty-three laps unless falls put some of the fellows out. Think of Bald, ten years ago, making thirty-three sprints in a race in order to hold his title of champion. He couldn't do it—that's my opinion. The riders of to-day are faster and stronger than they were then, and the hard handicaps at Vailsburgh are responsible directly for their improvement. I think Kramer, at his best, could beat Bald at his best, any day, but I'm not so sure Kramer will win the miss-and-out. With team work out, Fenn, I think, has a great chance to show who is the strongest rider. MacFarland, too, is going well, and a grind like this one is right in his line. You'll see sprinters like Root, Collett, Krebs, Bardgett and a few others blow out early. The last mile will be faster than the first, for on every lap 'out' somebody will go, and as the longer you stick in front the big-

ger the chance for big money, you can bet the front runners will show the boys in the rear no mercy."

### Bringing Home Leander's Body.

On Tuesday next the body of George Leander, who was killed while racing in Paris, will arrive here on the Konig Albert. The body will be taken in charge by Charles T. Earl, the former racing man, but now an undertaker, and reshipped to Chicago, where Leander's parents live.

In Paris Victor Breyer took charge of the affairs connected with the sad tragedy, and funeral services were held at the Protestant Church of the Etoile last Sunday. A large number of cyclists, including many of the most famous racing men in Europe, attended. The Paris cyclists subscribed a sum of money and forwarded it to New York for the purchase of floral tributes here in their name by A. G. Batchelder.

Leander was riding in a one-hour race on September 21 at the Parc des Princes track, when he fell and received the injuries which proved fatal. His competitors in the race were Bruni and Walthour. Bruni won, covering 53½ miles in the hour, and Walthour was six laps behind.

On Friday of this week, when it was learned that the money being sent from France amounted to \$100, and that a similar amount had been raised here, it was decided not to buy flowers with the money, but to make it the nucleus of a fund for the purchase of a stone, or some permanent marking for the grave. The committee on this matter will be composed of P. T. Powers, A. G. Batchelder, C. M. Wills, Fred Voight and a few others, and contributions may be sent to P. T. Powers, St. Paul Building, New York.

### When the Thirteen Compared Notes.

Thirteen cyclists of Boston, who met on a recent Sunday run, and while they were at dinner, fell to talking of their riding records. It came out that one of them, Quincy Kilby, has ridden in every one of the three hundred and odd cities and towns of Massachusetts; another, W. J. Smith, has ridden in nearly all the towns and cities; the average period of cycling for the thirteen wheelmen was found to be twenty-one and a half years.

### Here's the Watermelon Race.

What is described as a "novel road race" is being planned by Jesse Nicolet, of Champaign, Ill., for the latter part of next month. The contestants will start from Nicolet's place of business and ride to a farm, two miles away, and return with a watermelon. The race will be decided on points, the weights of the melons being the deciding factor.

### Bedells to Visit Australia.

John and Menus Bedell have signed contracts to race in Australia next winter, and will sail for the antipodes on September 27.

The chances of the Bedells on the other side are considered very bright, in view of the showing made by MacFarland, Lawson and Major Taylor last winter.

## FOR WORLD'S CHAMPIONSHIPS

**A Strong List of European and English Riders for Americans to Beat.**

Beginning to-day, September 3, and continuing on the 8th and 10th, the world's championships are to be run off at London, and for the first time in years America will be represented by amateur as well as professional riders.

The French and German entries for the different races were delayed, but the other entries for the championship events were as follows:

Two-kilometres amateur championship—America, Marcus Harley; Italy, Ferrari; Switzerland, Rene Berger; Denmark, J. P. Hansen and E. Nielsen; Wales, C. E. Baker and Bert Andrews; England, A. L. Reed, H. D. Buck, A. E. Wills, A. J. Cherry, H. Wilson, H. Bouffler, J. S. Benyon, J. E. Green, J. Scott, J. Edmonds, E. Payne, S. W. Lask, F. J. Sawyer, Ben. Jones, A. Gell, F. P. Le Sueur, and C. B. Kingsbury.

One hundred kilometres amateur championship—America, Marcus Harley; Italy, Nuvoletti; Holland, H. L. de Fielletta; Goethart; Denmark, Victor Faxo; England, Leon. Meredith, A. E. Wills, W. J. Pett, G. A. Olley and F. J. Burgess.

Two kilometres professional championship—America, Major Taylor and Iver Lawson; Australia, D. J. Walker; Italy, Bixio; Switzerland, Emile Doerffinger; Denmark, T. Ellegaard; England, Sydney Jenkins and H. B. Howard; Wales, Tom Williams.

One hundred kilometres professional championship—America, Robert Walthour; Italy, Guillon; Denmark, Axel Hansen; England, W. T. Hall; Wales, Ned Barkaway.

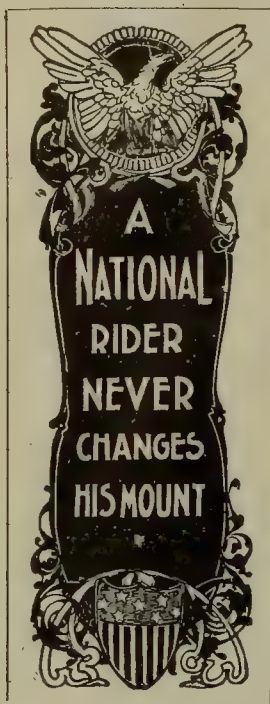
### Kramer Comes Near to Going Abroad.

With their plans all made and almost their hands on the pens to sign contracts, Frank Kramer and W. S. Fenn decided on Thursday not to accept a proposition to go to Europe to race. The proposition was made to the two "pro" stars by Victor Breyer, and, as they understood it, Kramer and Fenn decided to accept it. They went to A. G. Batchelder, who is Breyer's representative here, to sign the papers, and from him learned that their construction of the proposal was not quite correct. Then it was all "called off."

### McNeill Will Represent Canada.

W. McNeill, who won most of the Canadian championships at Fredericton, N. B., on July 1, has been disqualified by the C. W. A. executive committee, on the grounds of not having resided in the Dominion for the six months immediately preceding the races. McNeill had been domiciled in Boston for some time. By his disqualification the championship therefore reverts to the 1903 champion, W. Morton, who sailed for London on August 26, to compete in the world's championship events, September 8 to 10.





At Newark, O., July 23, before 5000 people  
National Riders won, 3-1sts, 2-2nds and 1-3rd.

At Toledo, O., July 31, National Riders  
won every prize in every race they entered.

NATIONAL RIDERS ARE ALWAYS WINNERS.

NATIONAL BICYCLES  
are made in  
BAY CITY, MICH., U. S. A.

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NATIONAL CYCLE MFG. CO.,

# DEALERS ASK WHY FISK TIRES DO NOT PUNCTURE AS EASILY AS OTHERS.



## BECAUSE

They are made of new rubber and special made fabric, which gives resilience and strength.

Quality is never questioned.

One only, THE BEST.

If you want satisfied customers, buy FISK Line of Bicycle, Motor Bicycle, Carriage and Motor, Single or Double Tube.

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SPRINGFIELD,  
NEW YORK,  
SYRACUSE,

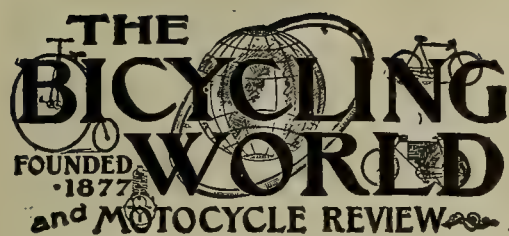
BUFFALO,  
DETROIT,  
CHICAGO,  
SAN FRANCISCO.

PHILADELPHIA,  
WASHINGTON,  
TORONTO,  
ST. LOUIS,  
LONDON.

OMAHA,  
MINNEAPOLIS,  
DENVER,  
LOS ANGELES

**FISK RUBBER COMPANY,**  
Chicopee Falls, Mass





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Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 3, 1904.

### In Summing up the Season.

The amended adage that "everything comes to him who works while he waits" may well be taken to apply to the bicycle trade of the present time, and, for that matter, kept fresh in the mind all the time.

At this season of the year particularly, a transitional period, when the tide of sales is receding, and while it is yet too early to plan the next year's campaign, the spirit seems to droop, enthusiasm to wane, and what is held to have been the disappointments of the season just ending occupy the mind, to the exclusion of any hopeful tendencies the record of the year may have made apparent.

While it is undoubtedly true that the sales of the season just waning have not come up to expectations in many quarters, it is equally true that expectations were, perhaps, unconsciously built too high, based on what was given out as the "renaissance" of the bicycle, the same being the whole-hearted

courage with which one concern threw itself into the breach, proclaimed its faith in the future of the business, and proceeded to back that faith with deeds—by spending money and effort in the attempt to improve existing conditions.

Instead of joining hands and furthering these efforts, the majority of the trade were content to have the umbrella held over them by other hands, and then, when that same umbrella was blown one way or the other by the capricious trade winds, spirits drooped, and the experience of the umbrella holder was urged as proof of the futility of attempting to do anything.

"There isn't any bicycle business any more. We've hung on now year after year, hoping against hope—one time it was the war, another a wet season, again a late spring, then a Presidential year, and so it has gone on, always an attempt to explain why the business didn't come."

In answer to these lamentations is the pertinent inquiry, "What have you done to better conditions?"

It is the old story of Micawber waiting for something to turn up. How many men in the trade ever ride a bicycle themselves, or whose families ride bicycles, or who ever make the slightest efforts to get their friends interested in the bicycle?

Instead, half the men in the trade are half-ashamed to say that they are in the business, and when they do it is with an apologetic air and the hasty explanation "and other lines."

Example is vastly better than precept. Where there is no enthusiasm there can be no large sales, and until the men in the bicycle business have enough interest in the machines they have to sell to ride them, they can hardly hope to convert others to their use.

### Good Work for Dealers.

A trip awheel on any pleasant Saturday or Sunday or holiday leaves no doubt in one's mind but what more general riding for pleasure is being done by both sexes. Another thing that impresses one is that they are, as a rule, a lonely lot. Often they are like strangers in a strange land, inquiring their way as they go. They are not the crowd of persons well informed concerning roads and places there were met with on the highways in other days. Worse than all, there seems to be no one catering to them.

The hotels do not invite cycling trade as formerly, and keep cycling literature on

hand. The men in the repair shops are not the well posted individuals there of yore, and the cyclist who has been riding for only one or two seasons finds himself or herself encountering much the same conditions as did the pioneer, so far as there being no hand of fellowship extended and no good counsel and direction to be found on every side.

Since the L. A. W. has lapsed into desuetude, there are regiments of riders who never have heard of it, who have no route books, who are ignorant of cycle paths and delightful trips near at hand. They are unqualified in many respects for getting the most possible enjoyment from their bicycles.

This is a condition of affairs that can be and should be ameliorated by dealers and repair men. The daily papers and every casual acquaintance no longer give hints to inexperienced riders, and descriptions of enjoyable rides, as once they did. The men in the trade must do this now. It should be made a point by dealers to keep on hand maps and information concerning routes near at hand, and also those further away. It will not help the sale of maps and route books enough to be worth considering, but it will help out new riders occasionally, make them feel less lonely, ignorant and forlorn, and make them feel as if they were in a live sport, the followers and tradesmen in which take an interest in one another and give ready help.

Such little helps do much toward encouraging riders and making them more enthusiastic, and thus are helps all around. It is human nature for men to patronize the places where they get the most accommodation.

### Injury Parades May Cause.

Nothing more lamentable has happened in several years than the attempt in New York City at holding a reunion and parade. Its effect cannot be otherwise than harmful to all the best interests of cycling in the metropolitan district.

Coming at a time when there is talk of abolishing the cycle paths on the new bridge across the East River, on the ground that cycling is at so low an ebb that the paths are not needed, the effect of a bare five hundred riders turning out to represent a "grand reunion" of all the cyclists in the greater city cannot do otherwise than confirm the idea that wheeling, in the New York section, at least, is about dead, and cyclists are so few in numbers that little, if any, attention need be paid to them. According to



FOR INTERNATIONAL CUP

all the poster sheets and press notices put out, the parade was to embrace not only all the clubs and associations of the greater city, but also from Long Island and New Jersey, Army and Navy riders and a great army of unattached. There were about a score of clubs, half of them in uniform, and the largest uniformed body numbered fifty-two. Can any one blame the city officials hereafter when they insist that cycling and cyclists are dead issues?

The effect on the general public and on the enthusiasm of cyclists themselves of such a trivial exhibition under such a grandiose name must also be pernicious. The unavoidable impression left upon every one was: "There isn't much of it, any more." There was nothing about the whole affair to inspire the non-rider with a desire to join the wheeling ranks, and nothing about it to make riders standing by feel glad that they were cyclists, or proud of the great class to which they belonged. The effect was in every way depressing.

The fault seems to have been that the affair was not conceived in the spirit of disinterestedness and magnanimity which is necessary for the success of a real reunion. It was essentially a club affair, with all the rivalries and jealousies and opposition present that are manifested whenever certain organizations of the Metropolis promote any affair. The great body of unattached riders had no idea that it was an event in which they were supposed to participate. This was made very plain by the remarks of unattached riders that were overheard near the press stand. The proper idea was not conveyed to the general public, the proper spirit did not pervade the preparations; the unselfish, hard-working enthusiasm in the preliminary labor was absent. When the prime movers discovered that their activity was antagonizing large numbers of riders there was no self-sacrifice for the good of the cause. The arrangements were not characterized by magnanimity, but by sordidness. The result was a hurt to the cause that is sad indeed.

The Bicycling World was apprehensive of failure when the project was launched, but the promoters were so emphatic in their protestations of how they would sacrifice all selfishness in working for success that it was deemed best to let them have a chance without putting any obstacles in their way. It would have been better had the affair been opposed and prevented from materializing into such a regrettable, pitiable and injurious fizzle.

Conditions that will Govern the Greatest of Contests for Motor Bicycles.

Conditions for the international race for motorcycles for the trophy offered by the Motorcycle Club of France have been announced. They resemble somewhat the terms of the international automobile race, of which the motorcycle race is planned to be a counterpart, and on the whole are very complete and promising of fairness to all.

In substance the rules are as follows: Any foreign club recognized either by the Automobile Club of France or the Motorcycle Club of France may take part in the cup race, and must advise the French club before February 1 each year. A deposit of \$200 is required, which is returnable if at least one representative of the clubs takes part in the contest. Each club has the privilege of entering three motorcycles. The cup may be competed for any time between June 1 and September 1 each year. The exact date must be selected by the clubs interested before March 1 each year, except this year.

Only motorcycles weighing at the post not over 50 kilograms—110 pounds—empty are permitted to compete. According to the rules of the Motorcycle Club of France, such a machine when empty may not have any gasoline, oil, water, accumulators, tools, extra parts, or luggage. Machines with magnetos are allowed 3 kilograms extra.

The motorcycles must be built entirely in the country whose clubs enter them. Members of these clubs or recognized members of other clubs are allowed to drive them in the race.

A special committee will be named for this challenge cup race. Each competing club has the privilege of naming a delegate, and the president of the Motorcycle Club of France, or his representative, will always be a member of the committee.

The event will be a continual road race over a distance of from 155 to 185 miles. The road is to be chosen by the club holding the cup, and the race is supposed to be run in the country where the cup is held, although the race may always be run in France if desired.

The motorcycle which will have covered the distance of the circuit in the fastest time will be the winner.

In starting the race the first starter will be the first member of the team holding the cup. Then the first members of the respective teams will follow, then the second and then the third in the same order.

In the event of a dead heat for first place between two clubs there must be a runover between these two within two months of the time of the race in which the dead heat occurred. In case of a refusal on the part of one to run the race over the other is entitled to the cup.

FIXTURES

- September 3—London, Eng., World's championships.
- September 4—Boston, Mass., oldtime reunion at Bass Point, Nahant.
- September 5—Buffalo, N. Y., 25-mile road race and race meet.
- September 5—Lafayette (Ind.) 8-mile road race.
- September 5—Chicago-Waukegan C. R. C. A. 100-mile road race.
- September 5—Denver, Col., road race.
- September 5—Detroit, Mich., 25-mile Belle Isle road race.
- September 5—New York, C. R. C. of A. 25-
- September 5—Cleburne, Tex., 5-mile road race.
- September 5—Williamsport, Pa., 14-mile road race.
- September 5—Bloomington, Ill., 20-mile
- September 5—Wheeling, W. Va., 14-mile bicycle and motor bicycle road races.
- September 5—Bloomington, Ill., 20-mile road race.
- September 5—York, Pa., race meet.
- September 5—Baltimore, Md., bicycle and motorcycle meet.
- road race.
- September 8-10—London, Eng., World's championships.
- September 9 and 10—Boston, Mass., twenty-fifth annual "Wheel About the Hub" of the Boston Bicycle Club.
- September 10—Toronto, Canada, road race.
- September 10—Atlanta, Ga., 20-mile road race.
- September 12—Baltimore, Md., Logue road race.
- September 18—C. R. C. A. 50-mile open road race, Long Island.
- September 18—New York, C. R. C. of A. 50-mile open road race, Long Island.
- September 18—Milwaukee, Wis., road race.
- November 24—New York, Brower Wheelmen's annual road race.
- November 24—New York, C. R. C. of A. 100-mile record run.
- November 24—San Antonio, Tex., 50-mile road race.

The Battle for the Championship.

Kramer continues to annex the first prizes in the N. C. A. circuit events, making the standing to date in the points table for the 1904 professional championship as follows:

|                                 | 1st | 2d | 3d | 4th | Pts. |
|---------------------------------|-----|----|----|-----|------|
| Kramer (Pierce) .....           | 11  | 1  | 0  | 1   | 59   |
| Fenn (Pierce) .....             | 2   | 6  | 0  | 1   | 26   |
| M. Bedell (Reading Standard) .. | 0   | 3  | 3  | 2   | 17   |
| J. Bedell (Reading Standard) .. | 0   | 2  | 5  | 0   | 16   |
| Root (Columbia) .....           | 0   | 1  | 2  | 3   | 10   |
| Cadwell (Rambler) .....         | 0   | 0  | 1  | 5   | 7    |
| Bowler .....                    | 0   | 1  | 0  | 0   | 3    |
| Krebs (Tribune) .....           | 0   | 0  | 1  | 1   | 3    |
| Bardgett .....                  | 0   | 0  | 1  | 0   | 2    |

The system of scoring is as follows: Five points for a first, three for a second, two for a third and one for a fourth.

The Champaign (Illinois) Cycle Club elected the following officers for 1905: President, Fred Sternett; vice-president, J. H. Pearce; secretary and treasurer, Fred Daniels; captain, Charles Paul; first lieutenant, Edward Bleichner; second lieutenant, Joseph Stubbs.



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Pierce Cycles <sup>in</sup> the National Championship

|                           | 1st. | 2d. | 3d. | 4th. | TOTAL POINTS |
|---------------------------|------|-----|-----|------|--------------|
| KRAMER (Pierce Team),     | 11   | 1   | 0   | 1    | 59           |
| FENN, " " " "             | 2    | 6   | 0   | 1    | 26           |
| ALL OTHERS (7 in Number), | 0    | 7   | 13  | 11   | 58           |

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## ALL FAVORITES BEATEN

### Kramer, Fenn, Bedells and Other Stars Have Off Day at Vailsburg.

Last Sunday was a poor day for the "stars" at Vailsburg. Kramer and the Bedells failing to win even a lap prize, while Fenn won but \$20 and Root was forced to be content with ten in the feature race, the twenty-mile open. The Bedells, however, finished first and second in the consolation race, in which Kramer did not ride. The professional races had two new contestants in Charles Schlee, of the National Turn Verein, Newark, and Oscar Schwab, of the Roy Wheelmen, New York. Schwab had ridden in the cash prize events at Manhattan Beach the day before, but Schlee made his first appearance as a cash prize rider in the twenty-mile open. The recruits did very well, as Schwab won the \$10 for leading at five miles and seven lap prizes, while Schlee took eight lap prizes before a punctured tire forced him to retire from the open.

In the twenty-mile open twenty-six contestants started, in four lines. In the first line were Homan, Benfer, Dolbear, Bury, Rossini, Lang and Schlee; in the second were Schwab, Calvin, Meade, Jacobson, Tom Butler, Glasson, Schreiber, Bardgett, Collett and Hadfield; Fogler, Krebs, Dorlon, Cadwell and the Bedell brothers were in the third line, with Kramer, Root and Fenn, the honor men, in the fourth line. Collett won the first lap prize, Hadfield the second and Schwab the next two. Schreiber won the first and third laps in the second mile and Bardgett the second and fourth. Schreiber, Bardgett and Galvin obtained a lead of sixty yards at a mile and a half, when Kramer sprinted out and caught the would-be runners. Root also caught them, and then the Bedells pulled the bunch up to the leaders. Schreiber led at the ninth lap and Bardgett at the tenth, Galvin going up at the eleventh. Meade took the lap prizes at two miles and the thirteenth lap, Tom Butler leading at the fourteenth. Schlee sprinted away from the bunch, and Butler jumped him at the end of the fifteenth lap, while the crowd hissed. Butler took the next three lap prizes, while part of the crowd hissed and the others cheered. Collett had a puncture in the eighteenth lap, and he had to retire. Schwab went out and took the nineteenth lap, and just lasted long enough to get the \$10 prize at the end of five miles. Dorlon began to sprint on the backstretch in the last lap of the fifth mile in an effort to overtake Schwab, and Hadfield tacked on when Dorlon passed him. They were very close to Schwab, and finished the fifth mile in 11 minutes 32.5 seconds. Hadfield kept on and took the next lap prize easily. Bardgett led at the twenty-second lap and Schreiber the next time around. Cadwell and Fogler had a sharp struggle for the twenty-fourth, Cad-

well leading by four feet. Cadwell also led at the twenty-fifth, with Guery at his heels. Kramer was forced out of the race in that lap by a punctured tire, Schreiber also stopping. Guery then won a lap prize and Cadwell took the next three.

Menus Bedell had a punctured tire in the sixth mile and changed his machine. He rode alone for two miles in an effort to overhaul the others, but had to give up the attempt. Fogler stopped in the twenty-sixth lap, and John Bedell tumbled off his bicycle as the eighth mile was finished. Jacobson led at the thirtieth and thirty-first laps, and Bardgett at eight miles. Guery led at the next time, and then Bardgett took another dollar. Schwab won the thirty-fifth lap, and the next three also. Schlee went out for the thirty-ninth lap, with Root and Bardgett after him. Root passed Schlee on the backstretch of the fortieth lap, and as he entered the straight Bardgett tried to win the \$10 for leading at the tenth mile. Root managed to cross the line two feet ahead of the Buffalo rider and then stopped, as he had finished his sprint on a flat tire. Root's time for ten miles was 22 minutes 37 seconds. Hadfield and Schwab also stopped riding after the tenth mile.

Only eleven were left when the last half of the long journey was started, these being Galvin, Guery, Jacobson, Fenn, Meade, Schlee, Krebs, Dorlon, Glasson, Cadwell and Tom Butler. Jacobson led at the forty-first lap, Tom Butler the next time around, and then Guery, Jacobson again leading at the eleventh mile. Schlee then became ambitious and started out by himself, winning seven laps before a puncture forced him to stop. Dorlon went after the former road racing man in the fiftieth lap, and pulled the field up to him. Tom Butler, with Meade trailing him, went out and led at the end of the thirteenth mile. Butler and Meade divided the laps in the fourteenth mile between them, and Guery chased and caught them in the next mile. The others lacked a leader, as Fenn had a sore eye and refused to sprint after the trio. Butler, Meade and Guery attended strictly to their work, and took turns pacing. Butler, winning the \$10 for leading at fifteen miles, in 35 minutes 61.5 seconds.

The trio had half a lap lead on the field at the sixty-second lap, and this they steadily increased. Jacobson and Cadwell made spasmodic jumps after them, but they received no assistance from the others. Jacobson finally dropped back to the leading trio, and they caught the others in the seventy-third lap, or at eighteen miles and one lap. With a clear gain of a lap, Butler, Meade and Guery contented themselves with remaining with the others. As the trio finished their last lap, Butler jumped away and won from Meade by fifteen lengths, with Guery several lengths back of the Bayonne rider. The fight for the three other prizes was a hard one for half a lap, but Fenn was over the line three lengths ahead of Krebs, who had a few feet lead over Cadwell.

The two-mile amateur had thirty-one

starters, lined up in five divisions and sent away five seconds apart. David Mackay, the new amateur scratch man, had been placed in the third line, while Downing, Lee and Lemberg were sent away last. The field lunched in the second mile. Downing was in the middle of the bunch at the bell, and was shut in on the pole, with no chance to get out. Dove led when the bell rang, with Mackay, Lemberg, Franks and Lee behind, the amateur "Major Taylor." Mackay led into the straight, and Lemberg fought him all the way to the tape. Mackay won by a length, and Lee defeated Lemberg for second. Downing, the lone scratch man, failed to qualify in the quarter-mile handicap, which was cleverly won by Coffey, who had also won his heat from the 15-yard mark.

Summaries: Half-mile novice—Won by Casper Satter, Brooklyn; A. Hamilton, New York, second; Michael Ferrari, Newark, third. Time, 1:13 4-5.

Quarter-mile handicap, amateur—Won by Mike Coffey, Newark (20 yards); W. Henion, New York (45 yards), second; Neil Wickstrom, Montclair (40 yards), third; Edward Rupprecht, Bay View, West Newark (15 yards), fourth. Time, 0:29 3-5.

Two-mile amateur, five divisions, five seconds apart—Won by David Mackay, Newark (third division), second; Carl Lemberg (fifth division), second; Carl Lemberg, Garden City, West San José, Cal. (fifth division), third; Joseph Witting, Newark (third division), fourth. Time, 4:26 2-5. Lap prize winner, Henry E. Chappèy, Bay View, West Newark.

Twenty-mile open, professional—Won by Tom Butler, Boston; E. L. Meade, Bayonne, second; Al. Guery, Newark, third; W. S. Fenn, Pierce team, fourth; Floyd Krebs, Tribune team, fifth; Frank J. Cadwell, Rambler team, sixth. Time, 47:11 3-5. Five-mile winner, Oscar Schwab; time, 11:03 2-5. Ten miles, E. F. Root, Columbia team; time, 22:37. Fifteen miles, Tom Butler; time, 35:06 1-5. Lap prize winners, Butler, 15; Meade, 13; Guery, 10; Schlee, 8; Schwab, 7; Bardgett, 6; Cadwell, 5; Jacobson, 4; Schreiber, 4; Hadfield, 2; Galvin, 1; Collett, 1.

### Fast Time in Long Island "Hundred."

C. H. Homan, of the Elton Wheelmen, was the first to finish of nearly 100 starters in the individual record century run of the Century Road Club Association on the Long Island course on Sunday last. Homan had a handicap of 2 minutes 15 seconds, and rode the course in 5 hours 34 minutes.

C. Schlosser, of the Century Road Club, was second in 5 hours 59 minutes.

J. M. Eiffer, of the Century Road Club Association, and Charles Mock, of the Century Road Club of America, both started from scratch, and it was a close race between these two riders for the time prize, Eiffer winning by one-fifth of a second; he covered the distance in 4:31:06.

Iver Lawson easily defeated Rutt and Huber, two foreign cracks, in the preliminary heat for the Grand Prize of Berlin, on August 17. He also won the final.



## REUNION PARADE POOR

**New York's Effort at Big Demonstration is Disappointing.—Five Hundred in Line.**

The "Grand Metropolitan Cyclists' Reunion and Parade" was disposed of last Saturday and it is fairly safe to say that as a result there never will be another cycling parade in New York City.

After reunion runs and parades had been held successfully in various smaller cities, with thousands in attendance, the metropolis came forth with a cheap and contemptible and pitiable affair.

About 500 riders participated, fewer than than have frequently been gotten together for an arduous century run. The affair was in the hands of persons unable to harmonize the various conflicting organizations of the greater city and get them to co-operate for the common good. The postponement of the affair for a week after the date originally set also militated against a showing of large numbers. Although there are several organizations in the city, or the district, with a membership of several hundred, the largest number in line representing any one club or association was fifty-two.

There were from a dozen to twenty clubs in the affair, but the great body of unattached cyclists was missing. More unattached riders passed the grandstand in the hour preceding the parade than there were riders in line. The Bay View Wheelmen, with their membership of more than seven hundred, were not represented by a single rider, although a member of that club was chairman of the committee. The Associated Cycling Clubs of New York were represented by three or four clubs only, and the big Century Road Club of America was conspicuously absent.

Nevertheless, the clubs that did participate made a handsome appearance, and there were quite a number of grotesque characters and decorated wheels in line.

The paraders formed at the Central Park Circle, Fifty-ninth street and Eighth avenue, New York, rode down Fifth avenue to Tenth street and then proceeded by a devious route to the new Williamsburg Bridge, which they crossed to Brooklyn, and proceeded along Bedford avenue to Eastern Parkway. The grandstand was on Eastern Parkway, near Franklin avenue, and unfortunately there was a trench that had been dug for sewer pipe laying only a hundred yards from the stand. This hole left only about three feet of space on the cycle path for the riders, and it caused a breaking of the ranks and a reforming.

The number of prizes was large and the judges had no easy task making the awards. have frequently been gotten together for an arduous century run. The affair was judges had no easy task making the awards, not all of which were made in accordance with the rules. The alacrity with which the

## Views of the Metropolitan Reunion Parade.





grand marshal, who also was secretary of the parade committee, put in a claim for the best prize, a gold watch, was exceeded only by the eagerness of his particular organization, the United Cycle Clubs, to grab everything in sight. Although it had been agreed that it would not turn out as an association, and one of the clubs obtained a club prize, the organization also claimed the association award, which had been specially set aside for the C. R. C. A.'s, one of which, instead, secured a club prize.

The crowd of spectators at the grandstand was greater than it was at the starting point or anywhere along the route. There was little public interest in the affair. A few hundred persons assembled at the start and there were in the neighborhood of a thousand along Eastern Parkway, near the grandstand, but there were no crowds along the route. Many divisions provided for did not materialize in any way. Will R. Pitman, for instance, was appointed marshal of a veterans' division, and he rode alone, being all there was to the division.

The largest delegation of uniformed riders was that of the United Cycle Clubs of Greater New York, who turned out two hundred strong, while the best appearance was made by the Prospect Wheelmen of The Bronx, who wore buff coats with gilt cords and white knickerbockers. Their wheels were handsomely decorated with ribbons.

The prize for the most handsomely decorated wheel was won by A. C. Buscher, who rode in a bower of smilax and ferns, trimmed with purple and white ribbons and surmounted by white doves. The second prize in this class went to Benjamin Reibman, who was made up as Uncle Sam. There were more competitors in the grotesque class than in any other, and the number of clowns, tramps, "Rubes," devils, monkeys, etc., was remarkable. The winner was Joseph Furst, of New York, who was costumed as a clown and rode a child's wheel. Samuel Walters, of Brooklyn, who in addition to his "hayseed" makeup, carried a dog upon his wheel, took second prize. J. J. Garraston, with six feet three inches of actual height, and a foot more added by a tall stovepipe hat, took the prize for the tallest rider, and S. C. Everett, who rode his wheel backward the entire distance, was voted the most skilful rider. The principal awards follow:

Best-appearing motorcyclist—Won by E. Goodwin, Jersey City; Ralph De Palma, Brooklyn, second.

Rider of most antique bicycle—Won by J. J. Rogers, Brooklyn; Harry Early, Lynbrook, N. Y., second.

Association having the greatest number of uniformed riders—Won by the United Cycle Clubs of Greater New York.

Club having the greatest number of uniformed riders—Won by the Century Road Club Association.

Club making the best appearance—Won by Prospect Wheelmen of North New York; Royal Wheelmen, New York, second; East-

ern District Turn Verein, Brooklyn, third; St. George Wheelmen, Staten Island, fourth.

Most handsomely decorated machine—Won by A. C. Buscher, New York; Benjamin Reibman, New York, second.

Handsomest floral decorated machine—Won by E. A. Weil, Bronx.



MISS OLIVE READY, THE YOUNGEST OF MOTORCYCLISTS.

Best-appearing juvenile rider—Won by Angelo Stanziano, Bronx.

Best novelty display—Won by Ralph Zarr, New York.

Most grotesque rider—Won by Joseph Furst, New York; Samuel Walters, Brooklyn, second.

Most appropriately gowned woman rider—Won by Mrs. J. D. Stern, Brooklyn.



"DECORATED" AND GROTESQUE.

Most skilful woman rider—Won by Mrs. R. A. Van Dyke, New York.

Captain of the club having the greatest number of riders—Won by Captain Woodin, of the Century Road Club of America.

Captain of the club making the best appearance—Won by Captain Fehlhaber, of the Prospect Wheelmen.

Tallest rider—Won by J. J. Garraston, New York.

Shortest rider—Won by Master E. Goodman, Brooklyn.

Best-appearing unattached rider—Won by F. A. Coverly, Bronx.

Most skilful rider—Won by S. C. Everett, New York; Harry Brower, New York, second.

Best-appearing veteran—Won by Will R. Pitman, Sheepshead Bay.

Officers of the largest club of colored riders—Won by Calumet Cyclers, New York.

Officers of the best-appearing club—Won by Prospect Wheelmen.

Best-appearing color bearer of a Long Island club—Won by George Decker, Eastern District Turn Verein, Brooklyn; A. H. Minterman, C. R. C. A., second.

Best-appearing color bearer of a New York club—Won by Robert Owens, Bronx; Eugene Herben, New York, second.

Best-appearing color bearer of a Staten Island club—Won by F. A. Cuckson, St. George Wheelmen.

Youngest motorcyclist—Won by Miss Olive Ready, Brooklyn, twelve years old.

Bicycle carrying the greatest number of riders—Won by the sextette of Gustave Asen, New York.

Captain having the largest number in line—Won by L. V. D. Hardenburgh, United Cycle Clubs; J. H. Miller, Eastern District Turn Verein, second.

Best-appearing rider personally decorated—Won by Arthur Boyd, New York.

### Centuries by Night and by Day.

Seventy-six wheelmen, anxious to test their endurance powers, started in the combination double century and moonlight run of the Century Road Club of American on Saturday evening last.

Starting from Bedford Rest, Brooklyn, the route traversed on the night run was by way of Valley Stream, Hempstead, Amityville, Freeport, Lynbrook and then by way of Amityville back to Bedford Rest. The night was ideal, a full moon and little or no wind.

After an hour's rest and breakfast on Sunday morning, all but twenty-three of the survivors concluded that they had enough, and retired. The bunch of survivors who started on the second century were reinforced by some fifty more century "fiends" who went out on the regular Sunday grind.

The second lap lay by way of Coney Island, Richmond Hill, Mineola, Hicksville, Massapequa, Amityville and thence back to Bedford Rest. Twenty-one finished the continuous two-hundred mile ride and were awarded the double century bar. The pace-makers who led the riders throughout the full two hundred miles were President P. A. Dyer, who acted as captain; Charles Shoenart, New York centurian; Harry Early, New Jersey centurian; William Meister, P. Sherry and Fred Mommer.

It was the first double century that President Dyer has ridden in three years.



## BIG MONEY IN THE GAP

### Three Claimants for a Patent on the Loop with the Lid Off.

What's in a gap? There seems to be millions in it, or at least a great deal of money, provided the gap is in the top of a loop-the-loop machine, and one can prove that he originated it.

The various loop-the-gappers, or the three most prominent ones, are now engaged in a lively legal struggle to get the American patent on the invention. These are W. H. Barber and John Ruel, Americans, and Ugo Ancillotti, the Italian, all of whom are now performing the feat in this country, the Italian being with the Barnum & Bailey circus. Each of these men has an application for a patent on the gap-in-the-loop structure now pending at Washington, and their lawyers are fighting their cases through "interference" proceedings. Ruel got his application in at Washington first last November; Barber's claim was filed later the same month, while the application of Ancillotti was not filed until March of this year. Each claimant, however, hopes to show that he antedates the other in the conception and practice of the idea.

Both Ancillotti and Barber performed the feat in Europe before introducing it here, and each says the other borrowed the idea from him.

There is a big profit in looping the gap just as long as one does not break his neck, and whichever one of the three claimants succeeds in getting a patent will compel all others to pay him handsome royalties.

### C. R. C. A. Will Tour to the Gap.

To-morrow and Monday the Century Road Club of America will hold an open two days' tour of the Delaware Water Gap and return.

All cyclists, whether members of the organization or not, are invited, and a large turnout is expected. Leaving the Courtlandt street ferry at 6 a. m., a route will be taken that passes through all the famous parts of New Jersey, including Patterson, Lake Hopatcong, the Oranges and Morristown. Arrangements have been made with the hotel managers at the Water Gap for spending the night there, and the return back to the city Monday will be by easy stages; a pace of seven or eight miles an hour will be maintained.

The tour will be managed by Captain Harry Early, assisted by Charles Schoenart and Albert Sallee.

### The Tourist and the Lamp.

While lamps are intended primarily as a signal to prevent collisions and other accidents, there are several reasons why a lamp is a good thing for the tourist to have on his bicycle at all times. One may easily be caught, owing to mishaps or other reasons on unfamiliar roads after dark. Often such

roads are poor and overhanging trees cause intense darkness, making riding almost impossible or very difficult. Here a lamp is a boon to the rider. Also, a lamp renders signposts recognizable and easily read, which would be impossible without a light of some kind.

To make a repair or fix a puncture on the road after dark is another occasion when one appreciates the value of his lamp. One can mend his troubles right on the spot, and does not have to seek a house which may be a long distance off, before he can attend to repairs.

In plugging a single-tube tire, a poor repair or failure often results, owing to the jagged hole in the tire. Such a hole can easily be burned round and smooth by holding a wire nail, by means of the plugging plyers, for a few minutes in the lighted lamp.

### Unlooped His Loop of Life.

In giving his first performance of looping the loop at Salt Lake City on the evening of August 16, Clarence De Ryder, more commonly known as Otto La Page, sustained a fall which broke his neck and from which he died shortly afterward, without regaining consciousness.

La Page was but little known in Salt Lake City. He went there last June with the Otto Floto circus, and remained there since that time. To R. F. Woodward, the manager of the Utahna Amusement Garden, he stated that he was twenty-two years of age, and that his real name was Clarence De Ryder. He claimed to be from Coney Island and to have looped the loop in a ball at that resort.

Among the spectators present at La Page's accident was Bert Nelson, who nearly lost his life on the same loop on the evening of June 15 last at Provo. Nelson fractured both arms, four ribs and had a large gash torn in his leg as a result of his fall.

### Motorcycles at Detroit Meet.

At the Detroit automobile meet on August 26 and 27, two motor bicycle events were run with the following result:

Five-mile open—Won by J. G. Willett (Auto-Bi); C. E. Denniston (Auto-Bi), second; Maurice Canutson (Orient), third. Time, 7:05 3-5.

Five-mile handicap—L. I. Lutes, Detroit (Mitchell, 1:45), won; Maurice Canutson, Detroit (Orient, 0:45), second; J. G. Willett, Buffalo, N. Y. (Auto-Bi, scratch), third. Time, 7:31 2-5. T. H. Mumford, Detroit (Marsh); C. A. Farrar, Cleveland (Monarch); W. N. Booth, Detroit (Mitchell); E. B. Jones, Detroit (Crescent), and E. E. Denniston, Buffalo (Auto-Bi), also started.

### Motor Bicycles Make Best Race.

The five-mile motor bicycle race which was included in the "World's Fair Automobile meet" at St. Louis on Sunday last was easily the best and most exciting race of the day. Twenty-one men started, P. Maher (Indian), winning by two feet from A. L. Jordan (Rambler) in 7:26½.

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### A Rare Group of Once Famous Riders.



When will these four meet again? It is very seldom that such a group of oldtimers as are shown in the picture, such genuine "has beens"—"has beens" with a big B—come together in public so as to afford the snapshot man a chance at them.

Arthur A. Zimmerman, George C. Banker, W. J. Morgan and Eddie C. Bald—how they carry the memory back over the cycles of cycling! Champions all of them, at different times and in somewhat different fields, but all of them stars of days long past, and men whose names will forever be identified with cycling history.

Arthur Zimmerman, "Jimmy," "the Jersey Skeeter," may be truly said to have been the greatest champion of the sport. Always he has been recognized as a "champion of champions." Before "Jimmy" went on his long triumphal tour abroad, and while he was busy gathering up the money here, George Banker was busy cleaning up the money pots of England and Europe, and was recognized as the great unconquerable American, who defeated all the champions of Europe and Great Britain. He was accounted as great a champion as "Jimmy" until he met the "Skeeter" and, like the other champions, was defeated by him.

And long before any of the others came "Senator" Morgan. One of the first to play the six-day racing game, he gained fame first as the winner of a long grind on a high wheel, and subsequently as a promoter of six-day races, as a manager of racing men and meet promoter.

Then comes Eddie "Cannon" Bald, the Buffalo Butcher Boy. Before the time of Kramer, before "Major" Taylor, before Tom Cooper, Bald was. As a three times champion of the national circuit, with a smile that was just a little more good natured after a defeat than after a victory, and demeanor modest to a fault, it would be hard to say whether the popularity of Bald or Zimmerman was more greater, except that "Jimmy's" fame was wider.

These four real "wuzzers" were ambling about together at Long Branch and other resorts of the Jersey coast all last week, officiating at automobile races. All of them, except Zimmerman, are now interested in automobiling, and "Jimmy" was dragged out protestingly by the others to act as starter of the various automobile events run during a week long carnival on track and road.

The picture printed herewith was taken by the staff photographer of the Bicycling World at Spring Lake, N. J., when races were being held on the ocean boulevard there. The starting flag can be seen in "Jimmy's" hand. George Banker is acting as timer, and is conversing by means of a field telephone with the men at the other end of the electrical timing apparatus. Bald, who was serving as clerk of the course, is consulting the programme and giving information to Banker, while Morgan, who was the manager of the races, and "Jimmy" are listening.

Bald is now connected with the Electric

Vehicle Co., and will appear later as the driver of their big racing automobile. George Banker, with his brother Arthur, is conducting several big automobile establishments in different cities. Morgan is interested in automobile advertising and promoting. "Jimmy" is leading the quiet life of a country gentleman and hotel keeper at Point Pleasant, N. J., and shrinks, as he always did, from the lime-lighted centre of the stage. It is hard to get him to appear in public, but this time the events were near his home, and he was persuaded. He still owns a couple of bicycles and a tandem and uses them occasionally.

### Michigan Tourists Reach Montana.

C. M. Darling and C. C. Murphy, the two young Michigan wheelmen who are touring the United States on a wager of \$5,000 to pass through every State in the Union in eighteen months, recently turned up in Helena, Mont. The tourists left Jackson Mich., on May 2 last, and up to the time they reached Butte had covered 3,720 miles and had been in fifteen States. These are Michigan, Indiana, Illinois, Missouri, Iowa, Wisconsin, Minnesota, North Dakota, South Dakota, Nebraska, Wyoming, Colorado, Utah, Idaho and Montana. From Montana they will head for Washington, from which State they will go to Oregon, thence to Nevada and California, and then to Texas. The tour will then extend into the Gulf and other Southern States. As they reached Butte five days ahead of their prearranged schedule they do not anticipate any trouble in making the wager good.

They have had a great variety of experiences and one narrow escape from death by exhaustion. They were lost in the plains of North Dakota, on the sandhills of Nebraska and on the desert lands of the Rosebud Indian Reservation of South Dakota. While lost the last time they were without food or water for twenty-four hours, and the heat was intense, almost exhausting them. Eastern Utah was traversed at night.

### "Cockiness" of Military Officers.

Wheelmen are so rarely antagonized or discriminated against by police and other authorities nowadays that a case seldom appears. Recently the authorities at Jackson Barracks, a United States army post, just on the outskirts of New Orleans, La., have ordered bicyclists, trundling their bicycles along on the sidewalk, to take to the road, which becomes deep in dust in dry weather and is daily sprinkled, after which it is so deep in mud as to be almost impassable by vehicles of any description.

There is a law in that locality forbidding riding on the sidewalk, but allowing bicyclists to walk and lead their machines.

The wheelmen are indignant, and have appointed a committee to call on the commander with a view of obtaining relief. The commander with a view of obtaining relief from what is deemed unwarranted snobbishness,



## MORAN IN HARD LUCK

**His Pacing Machines Work Poorly at Revere and MacLean Beats Him Easily.**

Owing to Moran's pacing machines working poorly, Hugh MacLean easily won the twenty-mile match race between the two at the Revere Beach track, Boston, on the evening of August 27.

The riders were sent away from a flying start, Moran from the tape and MacLean from the backstretch. Saunders was up for Moran, with Ruden as spare. Turville was pacing MacLean and White, Moran's former pacemaker, had his machine ready to assist MacLean in case of accident.

MacLean got the better of the start by five yards. Moran regained part of his lost distance, but before a mile had been covered he lost distance through his motor missing explosions.

In leaps and bounds MacLean gained on Moran, and on the sixth lap of the second mile Moran dropped his pace and lost more than half a mile before he was picked up by Ruden.

It was unfortunate, for it spoiled what had bid fair to be a close and exciting contest. MacLean's lead, barring accidents, was sufficient to land him a winner.

On the fifth mile Saunders made a pretty pick-up, and Moran shifted to him from Ruden in faultless style at full speed, while the crowd cheered.

Moran made a wild ride on the sixth mile and fought MacLean for three laps, the pair riding side by side, but Moran was forced to fall back.

His motor continued to skip, and MacLean's began to show signs of being weary. White got ready to pick up MacLean, but Turville decided to keep him going.

Moran gradually overhauled MacLean, and while he trailed MacLean he had no chance to pass, for MacLean had too much reserve speed.

The same conditions ruled to the end. Moran was unable to pass MacLean, and the latter crossed the tape a winner by more than half a mile.

In the final heat of the one-mile amateur handicap, Downey, McNeil and Logan were on scratch, with Barretto at 200 yards, the limit. The low markers never got up, and Collins (90 yards) and Emil Nelson (130 yards) fought it out, the former winning by half a wheel, with Holbrook third.

In the Boston-Lynn pursuit race Boston, represented by Matt Downey, J. J. McKinnon and Logan, started from in front of the grandstand, and Collins, Connolly and Urquhart, the Lynn trio, moved from the backstretch.

Lynn gained on the start, but at the first half Boston was again on even terms. At the mile Boston was fifteen yards ahead and

gained steadily. Downey appeared to be tiring, but at two miles had recuperated.

After a hard bit of pacing, which pulled Downey and Logan close to their quarry, McKinnon dropped back and in a whirlwind sprint on the fourth lap of the third mile Logan and Downey passed the Lynn contingent and won the race.

Summaries:

One-mile amateur handicap—Final heat won by E. L. Collins (90 yards); Emil Nelson (130 yards), second; W. G. Holbrook (90 yards), third. Time, 2:03 4-5.

Boston-Lynn team pursuit race—Won by Logan, McKinnon and Downey (Boston); Collins, Urquhart and Connolly (Lynn), second. Distance ridden, two miles and three laps. Time, 5:23.

Twenty-mile motor-paced match race, professional—Won by Hugh MacLean; James Moran, second. Time, 28:52 3-5.



NEW YORK BRANCH 214-216 WEST 47TH ST.

### Stinson Beat Mettling at Manchester.

In a fifteen-mile motor-paced match race at Manchester, N. H., on the evening of August 26, Will Stinson defeated Louis Mettling by eleven laps in 22 minutes 2-5 seconds.

In the first mile Mettling gained until within a yard of Stinson, when the latter sprinted ahead and kept up a pace throughout the race that Mettling could not follow. Stinson passed Mettling for the first time at the end of the fifth mile, and gained gradually to the end.

Charles W. Eastman defeated George H. Boyd in the fourteenth lap in the pursuit race.

Hunter won the three-mile motorcycle race from Tourville in 4:28.

### Caldwell Also Succumbs to Stinson.

Will Stinson defeated Harry Caldwell in a fifteen-mile motor paced race at the Manchester Coliseum on Wednesday evening last. The time was 22:06 2-5.

## CASH AND POINTS FOR KRAMER

**Champion in Winning Form at Manhattan Beach Fleet—Excitement Over Foul.**

Plenty of interest and enthusiasm was displayed by the small crowd that gathered at Manhattan Beach last Saturday afternoon.

Kramer won the one-third mile championship and added five more points to his score for the 1904 professional championship. The race had three trial heats, in each of which three men qualified for the final. Krebs and Collett, Bardgett and Cadwell and Fenn and Kramer were "teamed" for the final. Kramer won by one foot, with Fenn second, Bedel third and Root fourth.

The two-mile Metropolitan Handicap, with its purse of \$500, all of which went to the winner, was also won by Kramer. Seventeen riders started in the race, but the long-mark men spoiled the race by loafing and allowing themselves to be caught in the second lap.

Kramer, Root and Fenn fought it out when the last turn was encountered, and Kramer won by the smallest of margins from Root, with Fenn a close third.

An interesting situation developed at the finish of the one-mile amateur handicap.

B. Downing and D. Mackay started from scratch, and immediately set out to catch the bunch, but before going half a lap, Mackay's chain parted, and left Downing to ride alone. The riders were pretty well bunched in the second lap, and on the last turn Downing appeared to be packeted, but, by his characteristic skilfulness, escaped, and with W. R. Lee, a 40-yard man, made for the tape. Almost 100 feet from the finish Lee fouled Downing, the crowd hissed, and after the riders crossed the tape they appeared to have some words. Downing rode up to his opponent and struck him in the face, nearly knocking him from his machine. The crowd again hissed its disapproval, but, when the judges announced that the race was awarded to Downing, appeared to be satisfied. Ed. Ruprecht (50 yards) was second, and was followed by A. Schwenke (110 yards) and W. A. Penn (70 yards) in the order named.

Sixteen men lined up for the unknown distance amateur. Downing was well to the front throughout the greater part of the race and on the last turn started the sprint, hotly pursued by Carl Lemberg, Fred Ernst and W. R. Lee. Lemberg won by a length from Downing, with Ernst third and Lee fourth. The distance was three and one-third miles, and the time 7:56 3-5. Joe Rockowitz carried off the lap prize.

All four heats of the one-third mile novice were unusually interesting. George E. Ytsey won the final, with T. E. Frohlich second and D. F. Sheehan third.

A. B. Stone exhibited a new sensational feat by riding around inside a wire globe on



a motor bicycle, looping the loop several times in planes inclined to the vertical.

**Summaries:**

One-third mile novice—Won by George E. Yetsey, New York; T. E. Frohlich, Brooklyn, second; D. F. Sheehan, Cedarhurst, third. Time, 0:46.

One-mile handicap, amateur—Won by Burton Downing, San Jose, Cal. (scratch); Edward Rupprecht, Bay View W., Newark (50 yards), second; A. Schwenke, New York (110 yards), third; W. A. Penn, New York (70 yards), fourth. Time, 2:03 1-5.

Unknown distance, amateur—Won by Carl Lemberg, San Jose, Cal.; Burton Downing, San Jose, Cal., second; Fred Ernst, Rochester, third; W. R. Lee, New York, fourth. Distance, 3 1-3 miles; time, 7:56 3-5. Lap winner, Joe Rockowitz, Brooklyn.

One-third mile N. C. A. circuit championship—Won by Frank Kramer; W. S. Fenn, second; John Bedell, third; E. F. Root, fourth; Time, 0:40 1-5.

Two-mile handicap, professional—Won by Frank L. Kramer (scratch); E. F. Root (30 yards), second; W. S. Fenn (scratch), third; G. H. Collett (120 yards), fourth. Time, 4:20 4-5.

One-mile consolation, professional—Won by Joseph Fogler; Walter Bardgett, second; Charles Hadfield, third. Time, 2:20.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. \*\*\*

## EXCITEMENT AT SALT LAKE

### Downing's Reappearance Draws a Big Gate and his Work Arouses the Crowd.

While the large and enthusiastic crowd that assembled at the meet at Salt Lake City, Utah, on the evening of August 19 was not surprised at seeing Downing defeat Samuelson, the manner in which he did it in the two-mile lap professional brought them to their feet.

Downing rode a beautiful race throughout. Samuelson, Downing and Hoffman, the three back men, did not catch the bunch until the second mile, on account of the hard riding and clever pacing of the limit bunch, and when they did none of the three moved up to the front. It was plainly evident that they were all watching each other closely and waiting for the sprint.

Samuelson finally started the trouble, two laps from the finish, and shot out to the front of the bunch, with Downing freezing on to his rear wheel. Hoffman dropped out, as he was all in from his hard work in pulling Samuelson and Downing up to the long markers. Downing made no bid whatever for a lap and a half, and it began to look as if Samuelson would win easily, but on the backstretch of the last lap, when Samuelson had evidently concluded that the race was already his, Downing made a great

sprint, drew up alongside and led by half a wheel length at the tape.

While it was not so close a finish as is sometimes seen, it was by far the most sensational, and the crowd cheered loud and long.

Samuelson won the quarter-mile record trial easily from the fastest men of the professional colony in 24 3-5 seconds, equalling the world's record.

There were seventeen starters in the five-mile amateur lap race but not that many finished. It looked as though the Redman brothers would surely land first and second, but E. M. Heagren surprised the crowd by a fine sprint on the last lap, and crossed the tape a winner by a couple of lengths.

**Summaries:**

One-mile novice—Won by Frank Schnell. Time, 2:16 2-5.

Half-mile amateur handicap—Final heat won by Ellswood (30 yards); C. Redman (scratch), second; Smith (75 yards), third; Mills (85 yards), fourth. Time, 0:58 1-5.

Quarter-mile record trial professional—Won by Samuelson; Downing, second; Hopper, third; Hoffman, fourth. Time, 0:24 3-5.

Two-mile handicap, lap, professional—Won by Downing (45 yards); Samuelson (scratch), second; Hollister (90 yards), third; Hopper (60 yards), fourth. Time, 3:57 2-5. Lap winners—Samuelson, 1; Hollister, 1; Achorn, 2; Staver, 5; Leyland, 2.

Five-mile amateur, lap—Won by Heagren; I. Redman, second; C. Redman, third; Ellswood, fourth. Time, 10:44. Lap winners—Weiser, 6; Larsen, 2; Halliday, 1; Lindgren, 3; Tate, 3; Ellswood, 4; Wilcox, 4; C. Redman, 3; I. Redman, 9; Heagren, 4.

Five-mile motorcycle—Won by T. M. Samuelson; Staley, second; W. E. Samuelson, third. Time, 6:43.

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## IN COLORADO

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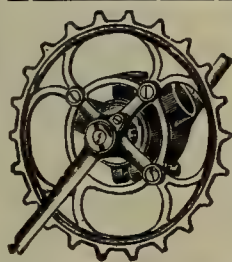
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**The Week's Patents.**

768,066. Cushion Frame. Alexander P. Morrow, Elmira, N. Y. Filed December 3, 1903. Serial No. 183,588. (No model.)

Claim.—1. A cushioning device comprising two angularly disposed tubes; spiral springs within said tubes, respectively; a seat within each of said tubes for one end of said piston rods adapted to slide within said tubes, respectively; a plunger upon each of said piston rods, adopted to compress the spring upon its seat; a yoke for supporting said piston rods; means for attaching said yoke to a support; and a transversely adjustable connection between said yoke and each of said piston rods whereby said piston rods are, respectively, aligned with reference to said tubes when said parts are moved longitudinally with reference to each other.

768,278. Pneumatic Tire. George H. Hastings, Oporto, Portugal. Filed November 8, 1902. Serial No. 130,620. (No model.)

Claim.—1. In a device of the type set forth, the combination with the inner covering of a pneumatic tire, of continuous, flexible securing bands of gut, said bands, comprising a plurality of strands having their joints broken and their ends secured together in overlapping positions whereby a continuous securing means is formed, substantially as described.

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interested in cycling who realizes the value of keeping informed  
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THE GOODMAN COMPANY,

124 Tribune Building, New York.

Enclosed find \$2.00 for which enter my subscription  
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**I**T is our intention to place our line of Bicycle Tires for 1905 on the same superior level that is everywhere conceded to DIAMOND MOTOR TIRES.

We will make each of our three grades superior beyond possibility of question to any tire of similar grade ever produced.

The same factors of excellence which have made our motor tires world-famous will be incorporated in our bicycle tires.

**Diamond 400:**—Absolutely the highest grade bicycle tire that can be manufactured.

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**We would like to talk to live dealers about the future of the bicycle business. Will you write?**

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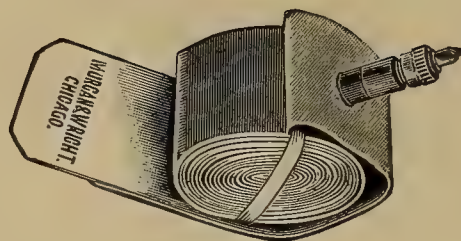
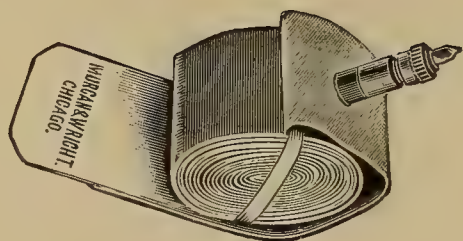
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If all brands of inner tubes were made of the same quality of stock and in the same manner, **MORGAN & WRIGHT** tubes would not have gained the reputation of being so distinctively good.

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## **G & J TIRES**

### **PROVED BEST BY TEST.**

The Japanese Government recently placed a large order for G & J Bicycle Tires. The decision was given in favor of our Tires as the result of a machine test in which our Tires developed.

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The best American Tires were represented in the competition.

If you are looking for the best, we have it.

*Our Catalogs and full information will be gladly mailed upon request.*

## **G & J TIRE CO.**

Indianapolis, Ind.



# The Bicycling World

## AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, September 10, 1904.

No. 24

### POPE PROVES HIS FAITH

#### **Buys in Big Block of Stock and Reorganization Committee Is Dissolved.**

A transaction in stock of uncommon interest occurred a few days ago, when Colonel Albert A. Pope acquired all the common stock of the Pope Mfg. Co. remaining in the hands of the voting trust syndicate of the committee that reorganized the American Bicycle Company and the Pope Mfg. Co. As a practical experience of the prosperity of the Pope Mfg. Co. and of its president's absolute faith in its future, this deal transcends all verbal testimony.

What the amount of stock was that was taken over by Colonel Pope is not known, but it is known that the amount was large. The transaction does not figure on the books of the Pope Manufacturing Company at all, and the particulars of Colonel Pope's deal in the words of the song are "nobody's business but his own."

The reorganization committee and the voting trust have now been dissolved, and the Pope Manufacturing Company is now free of all trammels connected with the old American Bicycle Company.

When the Pope Manufacturing Company bought out the old bankrupt pool and the old stockholders began to turn in their stock with a cash deposit of \$9 a share, and took for it preferred stock for the cash and 50 per cent in common stock of the new company for the preferred stock of the old, and 25 per cent in the new common for the old common, a voting trust, composed of Colonel A. A. Pope, F. S. Smithers and George F. Crane, was formed, which held back all the stock and issued certificates as customary under such circumstances. Colonel Pope got his pro rata share of stock in the new company for his holdings in the A. B. C., the same as the others, but after all the allotments had been made there was a big block of common remaining in the hands of the committee, and it was this that Colonel Pope bought in before the reorganization committee dissolved.

When the reorganization committee dissolved, it returned about 75 per cent in preferred stock for the 65 per cent paid in, and there was an underwriter's profit of 10 per cent.

### Effects of the St. Louis Exposition.

"While direct sales may not have been numerous," writes George W. Sherman, who is in charge of the Hendee Mfg. Co.'s exhibit at the St. Louis Exposition, "I consider that those who are displaying motorcycles here have done good work in promoting and introducing them to hundreds of thousands of people who had never seen a motor bicycle. Most of those who have visited the fair are residents of the West, South and Southwest—sections that it would be very costly for a motorcycle manufacturer to 'work' and cover properly. We have shown and explained motorcycles to these people, and have implanted the germ of interest that will later develop into sales.

"A number of agencies have been closed, and there is every prospect that from this time forward there will be much more of this business done."

### Australian Buyer Here.

P. W. Armstrong, representing the Australian Cycle and Motor Co., Perth, West Australia, is in New York this week renewing old contracts and establishing some new connections. He visits this country every other year for the purpose.

Mr. Armstrong states that the cycle trade in his section of Australia is in good condition; the demand, however, is for British bicycles, and, strangely enough, American tires. The Australian tradesman goes from here to Toronto before heading for San Francisco and home.

### English Exports Drop Again.

In striking contrast with the previous year, each month of which showed gratifying gains, 1904 has exactly reversed that order of things in the British cycle export trade. All of the seven months ending with July simply served to further the decline, the value of the 1904 shipments for that period totalling £429,212, as against £521,611 for the same period of last year—a loss of £92,399. For July the record was: 1904, £55,115; 1903, £59,892.

A tire designed to reduce the liability to side-slip and to puncture has been brought out by an English concern. Its peculiarity consists in making the tread concave instead of convex; the tread is also very thick, so that it spreads out when the weight comes on it.

### "UP TO" THE JOBBERS

#### **Coaster Brake Makers Complete Their Classification and are Ready for Action.**

The coaster brake section of the National Cycle Trade Association's classification committee held its final meeting in New York on Tuesday last, and, as nearly as can be learned, it is now "up to" the jobbers in the association to carry out their part of the agreement.

Those who attended the meeting were R. D. Webster, of the Eclipse Machine Co.; C. A. Earle, of the Corbin Screw Corporation; George A. Graham, of the New Departure Mfg. Co., and B. S. Keefer, of the Standard Spoke and Nipple Co., and A. M. Scheffay, secretary of the N. C. T. A.

Information regarding the doings of the meeting is difficult to obtain, but it is known that the coaster brake men finally completed the list of those whom they considered entitled to jobbers' prices, and turned it over to the association, at the same time reiterating their willingness to confine such quotations to the jobbing houses specified. As several coaster brake manufacturers have not yet subscribed to the N. C. T. A. doctrine, this willingness was coupled with the statement that it now rested with the members of the N. C. T. A. to carry out both in letter and spirit the mutual understanding—that is, to confine their purchases to those who stand ready to meet their views of "jobbers' prices for jobbers only."

At the meeting, it is said that considerable time was devoted to discussion of the position of mail order houses, and that it was decided that sales may be made to such concerns, subject to certain restrictions on the publication of prices in catalogues.

### The Retail Record.

Los Angeles, Cal.—J. E. Trimble, 2,511 Central avenue; fire.

Cambridge, Mass.—John L. Mosely, died September 2.

Bridgeport, Conn.—William Stiff purchased stock of Century Cycle Co.

Oklahoma City, Okla.—Oklahoma Cycle Co. 222 West Main street, resumed business under new management.



AMERICA'S STEADY DECLINE

Low Water Mark Returns for July Knock Another Hole in Our Export Bucket.

Decidedly the most discouraging decrease in exports of cycles and parts is that revealed by the July figures, just made public. The showing is bad, whether viewed by comparison with July, 1903, or taken by itself. The figures are \$106,986, as compared with \$185,525 for the corresponding month of last year—a drop of more than 40 per cent.

As must be expected, the losses were both heavy and widely distributed. The worst showing is that of British Australia, whose purchase decreased, in round numbers, \$22,000. The United Kingdom comes next with a loss of some \$16,000, while Japan, although still taking \$14,578 worth of goods, shows a decrease of nearly one-half. The Philippines and Germany are the other big losers, the former country dropping from \$9,992 to a beggarly \$510; while Germany shrunk from \$10,146 to \$3,361. The Netherlands and other Asia and Oceania with \$3,000 losses, Italy and British North America with \$2,400, Hong Kong with \$1,900, and British East Indies with \$1,000, are the principal other shrinkages

On the credit side of the account the Latin American countries furnish some crumbs of comfort. Cuba, for example, increased from \$921 to \$3,521, and Argentina from \$992 to \$2,387, while Brazil and Colombia each show a gain of about \$1,000. Belgium, with an \$800 increase, and France with one of \$600 complete the rather meagre list of gains.

For the seven months of the fiscal year ending with July, the figures are equally discouraging. The total is only \$1,209,305, as compared with \$1,421,910 for the corresponding period of 1903, and \$1,845,265 for 1902.

The figures in detail for the month and seven months, respectively, are as follows for the corresponding periods:

| Exported to—                                         | July             |                  |
|------------------------------------------------------|------------------|------------------|
|                                                      | 1903.<br>Values. | 1904.<br>Values. |
| United Kingdom.....                                  | \$29,746         | \$13,115         |
| Belgium .....                                        | 4,865            | 5,668            |
| France .....                                         | 1,818            | 2,482            |
| Germany .....                                        | 10,146           | 3,361            |
| Italy .....                                          | 4,511            | 2,138            |
| Netherlands .....                                    | 12,667           | 9,077            |
| Other Europe.....                                    | 8,222            | 7,925            |
| British North America.....                           | 9,806            | 7,402            |
| Central American States and<br>British Honduras..... | 446              | 626              |
| Mexico .....                                         | 4,026            | 3,187            |
| Cuba .....                                           | 921              | 3,521            |
| Other West Indies and Bermuda..                      | 1,877            | 1,993            |
| Argentina .....                                      | 992              | 2,387            |
| Brazil .....                                         | 1,058            | 2,133            |
| Colombia .....                                       | 27               | 961              |
| Venezuela .....                                      | 46               | 7                |
| Other South America.....                             | 1,638            | 1,086            |
| Chinese Empire.....                                  | 1,948            | 1,243            |
| British East Indies.....                             | 2,232            | 1,300            |
| Hong Kong.....                                       | 1,896            | —                |
| Japan .....                                          | 27,918           | 14,578           |
| British Australasia.....                             | 42,468           | 19,902           |
| Philippine Islands.....                              | 9,992            | 510              |
| Other Asia and Oceania.....                          | 4,125            | 1,225            |
| British Africa.....                                  | 1,018            | 757              |
| All other Africa.....                                | 1,116            | 352              |
| Other countries.....                                 | —                | 50               |
| Totals .....                                         | \$185,525        | \$106,986        |

| Exported to—                                                                      | Seven months ended July— |                  |                  |
|-----------------------------------------------------------------------------------|--------------------------|------------------|------------------|
|                                                                                   | 1902.<br>Values.         | 1903.<br>Values. | 1904.<br>Values. |
| United Kingdom.....                                                               | \$308,073                | \$183,374        | \$188,555        |
| Belgium .....                                                                     | 38,569                   | 36,220           | 39,071           |
| France .....                                                                      | 146,681                  | 97,298           | 68,419           |
| Germany .....                                                                     | 228,413                  | 110,562          | 100,639          |
| Italy .....                                                                       | 51,275                   | 34,064           | 27,088           |
| Netherlands .....                                                                 | 117,410                  | 71,197           | 69,194           |
| Other Europe.....                                                                 | 246,075                  | 134,935          | 127,869          |
| British North America<br>Central American<br>States and British<br>Honduras ..... | 133,484                  | 127,161          | 91,179           |
| Mexico .....                                                                      | 2,002                    | 1,835            | 2,332            |
| Cuba .....                                                                        | 16,379                   | 37,016           | 26,249           |
| Other West Indies and<br>Bermuda .....                                            | 8,277                    | 8,902            | 18,352           |
| Argentina .....                                                                   | 31,203                   | 20,449           | 19,298           |
| Brazil .....                                                                      | 5,293                    | 8,310            | 11,479           |
| Colombia .....                                                                    | 3,634                    | 4,850            | 8,469            |
| Venezuela .....                                                                   | 740                      | 480              | 3,488            |
| Other South America..                                                             | 307                      | 141              | 187              |
| Chinese Empire.....                                                               | 12,059                   | 10,905           | 8,484            |
| British East Indies...                                                            | 18,958                   | 12,904           | 4,632            |
| Hong Kong.....                                                                    | 35,049                   | 15,144           | 12,963           |
| Japan .....                                                                       | 3,919                    | 3,381            | 1,556            |
| British Australasia...                                                            | 222,245                  | 244,195          | 247,645          |
| Philippine Islands...                                                             | 127,512                  | 179,279          | 108,140          |
| Other Asia and Oceania                                                            | 11,576                   | 19,060           | 4,579            |
| British Africa.....                                                               | 13,999                   | 18,858           | 10,945           |
| All other Africa.....                                                             | 57,657                   | 37,254           | 5,299            |
| Other countries.....                                                              | 4,464                    | 4,073            | 3,106            |
| Totals .....                                                                      | 12                       | 63               | 88               |
| Totals .....                                                                      | \$1,845,265              | \$1,421,910      | \$1,209,305      |



W. J. FOSS,  
The New Manager of Pope's Boston Branch.

Holden's Way of Educating Motorcyclists.

"I think George N. Holden, the Springfield (Mass.) dealer (the same who won the Federation of American Motorcyclists' recent endurance contest), has the right idea in instructing motorcyclists how to take care of their mounts," a few days since remarked one who knows Holden quite well.

"The first time, and possibly the second time, that his customers bring their motor bicycles into his store, Holden always cheerfully makes the necessary repair or adjustment, but he insists that they stand by and witness the operation. If they call again, he places any necessary tools at their disposal, with the remark, 'Now let me see you fix it.' If any grumbling or 'Can't's' follow, Holden has this response ready: 'Suppose this thing should happen on the road and I was not there to help you, what would you do?'

"It is rare that the troubled one fails to see the point."

GERMANY'S GIANT STRIDES

No Let-Up in its Export Progress and Now Making Headway in Japan.

The German export of cycles and cycle parts for the first half of this year shows another large increase over the figures of previous periods. The total exports for the six months amounted to 50,214 cwts., among which were 46,591 finished machines; the value of the export was \$3,017,428. During the same period in 1903, the export was 40,738 cwts., valued at \$2,771,775, and in 1902 it amounted to 28,476 cwts., valued at \$2,135,940.

The steady increase in the exports is explained by the larger demand from Denmark, Holland, Austria-Hungary, and Switzerland, which countries show a steady rise in their imports from Germany. Italy has taken 3,564 cwts. this year, compared with 994 cwts. during the same period in 1902. Great Britain, France, and particularly South Africa show a reduction, which, in the case of the first mentioned country, is the first occasion for several years about which this can be reported. The exports to Russia, which last year had increased by 1,200 cwts., show this year a decline of 840 cwts. Other countries' cycle import from Germany has remained fairly stationary; only Japan, America's best customer, has made a remarkable advance from an import of 96 to 442 cwts. when the periods of last year and this year are compared.

The following list will give a clearer view of the exports for the last three years:

|                       | January-June   |                |                |
|-----------------------|----------------|----------------|----------------|
|                       | 1904.<br>Cwts. | 1903.<br>Cwts. | 1902.<br>Cwts. |
| Great Britain .....   | 2,888          | 3,884          | 3,392          |
| Belgium .....         | 3,832          | 2,686          | 1,708          |
| Denmark .....         | 10,692         | 6,312          | 3,846          |
| France .....          | 1,600          | 2,394          | 1,822          |
| Italy .....           | 3,564          | 2,592          | 994            |
| Holland .....         | 10,604         | 7,392          | 5,150          |
| Norway .....          | 240            | 228            | 300            |
| Austria-Hungary ..... | 4,800          | 4,000          | 3,294          |
| Roumania .....        | 300            | 232            | 142            |
| Russia .....          | 2,554          | 3,394          | 2,184          |
| Sweden .....          | 1,184          | 1,018          | 1,502          |
| Switzerland .....     | 4,802          | 3,732          | 2,660          |
| South Africa .....    | 164            | 746            | 336            |
| British India .....   | 132            | 136            | 134            |
| Japan .....           | 442            | 96             | 28             |
| New Zealand .....     | 54             | —              | —              |
| Totals .....          | 50,214         | 40,738         | 28,476         |

The exports of motorcycles have risen during the six months to 1,478 cwts. (2,236 machines), valued at \$179,208, compared with 628 cwts. and \$76,145 for the same time last year.

The import of cycles into Germany for January-June, 1904, shows a slight increase; the import amounted this year to 2,974 cwts. (amongst which were 1,500 finished machines), valued at \$164,900, and last year to 2,558 cwts., valued at \$141,863. The imports came from few sources, principally from the United States, 1,268 cwts.; from France 468 cwts., and from Great Britain, Belgium and Austria-Hungary about 340 cwts. each. The import of motorcycles has risen to 926 cwts. (753 finished machines), valued at \$101,123; 430 cwts. came from Belgium, 284 from France and 132 from Austria.



## SALESMAN AS A HAWKSHAW

**How He Cleverly Recovered Five Bicycles and Routed a Gang of Thieves.**

Sherlock Holmes and other great detectives of fact and fiction have a worthy rival in Robert R. Miller, who earns his living regularly as a salesman in the New York branch store of the Pope Mfg. Co., at 12 Warren street. On the morning of Sunday, June 19, the policeman whose beat passed the Warren street store noticed that the doors of the place were not locked but were merely swung together. It developed later that five Italians had secreted themselves in the adjoining store on Saturday night, and during the night had gone into the sub-cellar of the building they were in and had gained access to the Pope company's premises by breaking a partition in the sub-cellar. They drew the top and bottom bolts of the front doors, after which it was an easy matter to pull them open.

Before they took their departure the thieves picked out one Tribune and two Columbia chainless machines, a Columbia racer and a Cleveland racer. They took these five high-grade machines away with them, after fitting each bicycle out with bells, lamps and tool bags. When the store was found open the matter was reported to the Leonard street police station, but the officers from there appeared to think Brooklyn was the place to look for the thieves. Miller had different ideas on the subject, and the following Tuesday night he, with Detective Sergeant A. J. McCarthy, of Police Headquarters, and Oscar Goerke, the amateur racing man of Brooklyn, went to the East Side of New York and walked along Catherine street looking for the machines.

Finally Miller saw three Italians riding along on brand new machines, and he was positive that they were part of the lot stolen from the store. Miller and his friends stopped two of the men by knocking them off the machines they were riding, but the third man saw what had happened and turned and rode away in the opposite direction. Miller had been right in thinking the men were riding the stolen bicycles, for they had been using the Columbia and Cleveland racing machines. The men were twenty-two and twenty-five years of age, and both were the possessors of criminal records. While waiting for the trial of the two men that had been caught, Miller secured the Tribune chainless on the night of July 14. He caught another Italian riding it at the corner of Second avenue and East Eleventh street, New York City. Miller did not have the man arrested, but went to his home with him, and by a judicious mixture of threats and persuasion induced the man to tell him where to look for the other two bicycles.

His captive, who is about twenty-two years old, told Miller to look for the machines in the Italian settlement at Coney

Island. Miller went to Coney Island on July 18, but after looking the place over concluded he would go to Manhattan Beach for reinforcements. On the way to Manhattan Beach he met Charles Hadfield, of the Pope Company's Rambler racing team, and told him his errand. Hadfield was both willing and anxious to take part in a fight if one were needed, so they went back to Coney Island. Through the man who had been caught on Second avenue, an appointment had been made for Miller to meet one of the gang who had one of the Columbia chainless models and wished to sell it for \$25, without telling that Miller was one of the Pope forces. Miller met the Italian with the chainless on Surf avenue, at Coney Island, and under pretence of "trying" the machine he mounted it and tried to ride away, calling to Hadfield to get on an approaching streetcar. There were four Italians to the pair, however, and they had to fight before they could get away. With Hadfield's able assistance, Miller finally did get away with the machine, which left but one Columbia chainless missing out of the five machines that had been stolen.

The first pair to be caught were tried on July 20 and 21 and both were sentenced to two and one-half years' imprisonment. The gang was made up of thirteen members, according to testimony which came out at the trial, and they had been hanging around the store for over a month before the robbery, waiting for an opportunity to get into the place. Then gang was so thoroughly frightened that a few days after the trial the remaining Columbia was shipped back to the Warren street store. Miller received a warm letter of thanks from the Hartford factory, thanking him for recovering the machines.

### The Men Who Succeed.

Unless you push yourself forward others will push you back, remarks Salesmanship. If you never try to do more than you have always done you will never know how much you can do. Success will only smile on him who proves himself brave.

Believe in yourself. That is the way to make other people believe in you, and it is the way to become what you want to be. It is the people who have believed thoroughly in themselves and their missions who have made the world believe in them. Napoleon was a great general because it never occurred to him that he could lose. Luther changed the thought of Europe and the history of the world because he believed so thoroughly that he was right that nothing could daunt him. Columbus gained the support of a queen and found a world because his belief in himself inspired confidence in others.

One of the chief reasons why men fail in life is not for lack of talent or opportunity, but wanting pluck and perseverance, they halt at critical moments in the journey and are lost. Those who have reached the pinnacle of fame or who have accomplished wonders and great deeds, have done so by heading for the unknown shore, and, like Columbus, "sailing on," with no thought of turning back or abandoning the pursuit of the object sought to be attained.

## "DISCOVERED" ONCE MORE

**After Many Years, a Briton as Usual "Locates" a Yankee Invention in England.**

It has been discovered—by a Briton, of course—that ball retainers are not an American invention after all. The "cute Yankees" merely improved them by making them simple and easy to handle; before that they were of no value.

Equally of course, the ball retainers originated in the days of the high wheel. Here is the way history is re-written and the matter set right by a correspondent of the Scottish Cyclist:

"It is stated as a fact that the ball retainer came to us from America, but that is quite incorrect. A Humber racing ordinary which I rode in the late eighties had ball cages, and the first racing Raleigh safety that passed through my hands in 1890 also had ball cages.

"Where the Yankee came in, and came in effectively, was in making the ball cage simple and easy to handle. The ball cage was originally invented and adopted to meet a theoretical objection in the ordinary ball race, in which, owing to the rotary motion of each ball on its own axis, a certain amount of friction between the balls themselves is set up, since the balls are revolving with opposing motions at their points of contact. My experience of them in this way was not at all in their favor. The balls of that day, with the single exception of the Humber, were never so accurately gauged for each bearing as to make this rolling friction contact worth considering, and, as the ball cages were simply narrow (not flat) rings or collars of steel with holes bored to accommodate the balls, it was a bit of a surgical operation to get a bearing remounted if you took it to pieces, as you had to have every ball in place before you slipped the collar over the bearing cone.

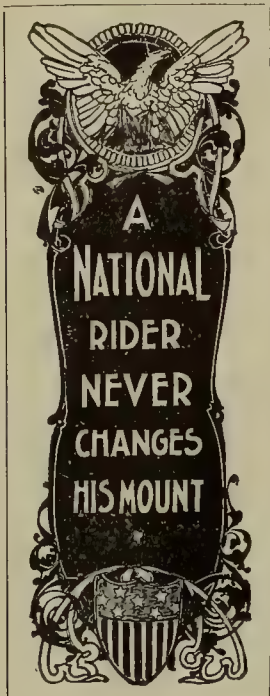
"The latter-day ball cage is quite a different article, and instead of adding to the trouble of mounting a bearing simplifies it to the fool-proof stage."

### Pulse of the Baltimore Trade.

"I have succeeded in stirring up the general public, and, as one party remarked, 'you can't go anywhere but what some one asks you about that damned road race,'" writes W. H. Logan, jr., the Baltimore dealer, regarding his road race, which occurs on the 12th inst.

"I regret to report, however, that with few exceptions it is impossible to detect any animation in the dealers themselves. Bulletins for some of them should read, 'Temperature low. Practically no pulse. Absolutely no consciousness. Sinking rapidly. Faint heart action. Last words—I wish the good old times would come back.'"





At Newark, O., July 23, before 5000 people  
National Riders won, 3-1sts, 2-2nds and 1-3rd.

At Toledo, O., July 31, National Riders  
won every prize in every race they entered.

NATIONAL RIDERS ARE ALWAYS WINNERS.

NATIONAL BICYCLES  
are made in  
BAY CITY, MICH., U. S. A.

BY

NATIONAL CYCLE MFG. CO.,

# DEALERS ASK WHY FISK TIRES DO NOT PUNCTURE AS EASILY AS OTHERS.



BECAUSE

They are made of new rubber and special made fabric, which gives resilience and strength.

Quality is never questioned.

One only, THE BEST.

If you want satisfied customers, buy FISK Line of Bicycle, Motor Bicycle, Carriage and Motor, Single or Double Tube.

## BRANCHES AND REPAIR DEPOTS:

BOSTON,  
SPRINGFIELD,  
NEW YORK,  
SYRACUSE.

BUFFALO,  
DETROIT,  
CHICAGO,  
SAN FRANCISCO.

PHILADELPHIA,  
WASHINGTON,  
TORONTO,  
ST. LOUIS,  
LONDON.

OMAHA,  
MINNEAPOLIS,  
DENVER,  
LOS ANGELES

FISK RUBBER COMPANY,  
Chicopee Falls, Mass.



# THE BICYCLING WORLD

FOUNDED 1877  
and MOTORCYCLE REVIEW

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 10, 1904.

## "Sizing Up" the Season.

However much dealers may differ as to the sort of season the present one has been, there is practical unanimity among them on one point. They agree that there has been a marked increase in riding, although this has not always been coincident with an increase in sales. There have been other years when the same condition was noticeable, but it has never been so marked.

Some dealers are disposed to view this state of affairs pessimistically. It does them little or no good, they say, to have riders haul archaic machines out of cellars and other out of the way places, or even to have old cycles refinished and ridden in place of the new ones that should be purchased. A few of these are the more bitter because they looked for better business when the turn of the tide came, and the keenness of their disappointment is proportioned to the sanguine nature of their expectations.

Other dealers take a more sensible, as well

as a more philosophical view of the matter. One of them put it to us in some such wise as this: "We have no cause for a kick. If we are not doing as well as we might we are certainly doing better than we were last year. Sales have picked up a trifle; while refinishing was brisk early in the season and the repairing end has shown the greatest improvement of all. We have a bigger force in the repair shop than at any time since the 90's, and while there is no big profit in it, as there was in the old days, we know just what to charge in order to come out a little ahead—and that is more than some of us did during the boom."

There can be no doubt that this is the right way to look at it. Any dealer who can show an improvement over past years is doing as well as can reasonably be expected. Many are satisfied to hold their own. Furthermore, an increase in the amount of riding is not only a distinctly good sign in itself, but it must presage an increase in sales that will come sooner or later. Old machines, no matter how carefully ridden or assiduously nursed, will eventually wear out or be discarded. When that happens, the owner, if still an active rider, is certain to invest in a new machine, and the dealer makes his profit, small though it may be.

There are plenty of dealers who have increased their sales this year. Others are assured of doing so in the near future, for the riders who conclude to make their old machines last another season must eventually come to the end of their tether and be forced to buy out of sheer necessity.

## Delays That Aggravate.

Few things are so disappointing to the cyclist, particularly to the one who rides the best, and who is exacting and who rides solely for pleasure, than to have something go wrong which puts the machine temporarily out of commission.

A frame that has broken, or developed a loose joint, a soft cone, a broken crank, or other parts which necessitate renewal, and the dismantlement, or the sending of the bicycle back to the manufacturer, always produce a depressing effect.

Wheelmen nowadays usually view such defects in the proper light, they realize that they seldom occur, and that it is impossible for the manufacturer to entirely prevent them, no matter how high class his product may be; they do not press arguments about the guarantee.

It is, nevertheless, a disappointment, and

often the rider is forced to wait an unduly long time, or the machine will be returned only to develop some other defect, usually due to carelessness or even neglect on the part of the manufacturer.

This is aggravating and deplorable to a degree. There is no reason why defects or repairs forwarded to the factory should not receive prompt and the most careful attention. The manufacturer cannot be held to blame because things occasionally go wrong, but if these details are then neglected and not given the most careful attention they work irreparable harm.

Prompt and careful attention in regard to repairs and replacements are appreciated more by the rider, and do more to make a satisfied customer and solicits more good testimonials and praise than any other thing that the maker can do.

## From Frying Pan to Fire.

As has been more than once remarked, the one-time cycle dealer has formed the backbone of the automobile trade, and the movement in this direction is still in force. The gravitation is a natural one, and, given the proper equipment, no one is better fitted to sell automobiles than the cycle dealer, whose knowledge of the requirements of prospective purchasers—many of whom are old customers—is exactly the kind required in the newer field.

But the cycle dealer who makes the change without the proper equipment is making a monumental blunder; sooner or later—usually sooner—disaster will overtake him and be participated in, to some extent, by those unfortunate enough to have dealings with him. If he goes in heavily he is certain to come a cropper; while if he but nibbles at the tempting automobile bait he is bitten more or less severely, to the ultimate injury of his ability to handle his bicycle business properly.

By "proper equipment" is meant sufficient capital to buy—and pay for—such model or models as are stocked, proper facilities for handling and showing cars and ample time to devote to the task of making sales. With any one of these lacking failure is preordained. With all of them at disposal success will be found to be elusive and difficult to grasp.

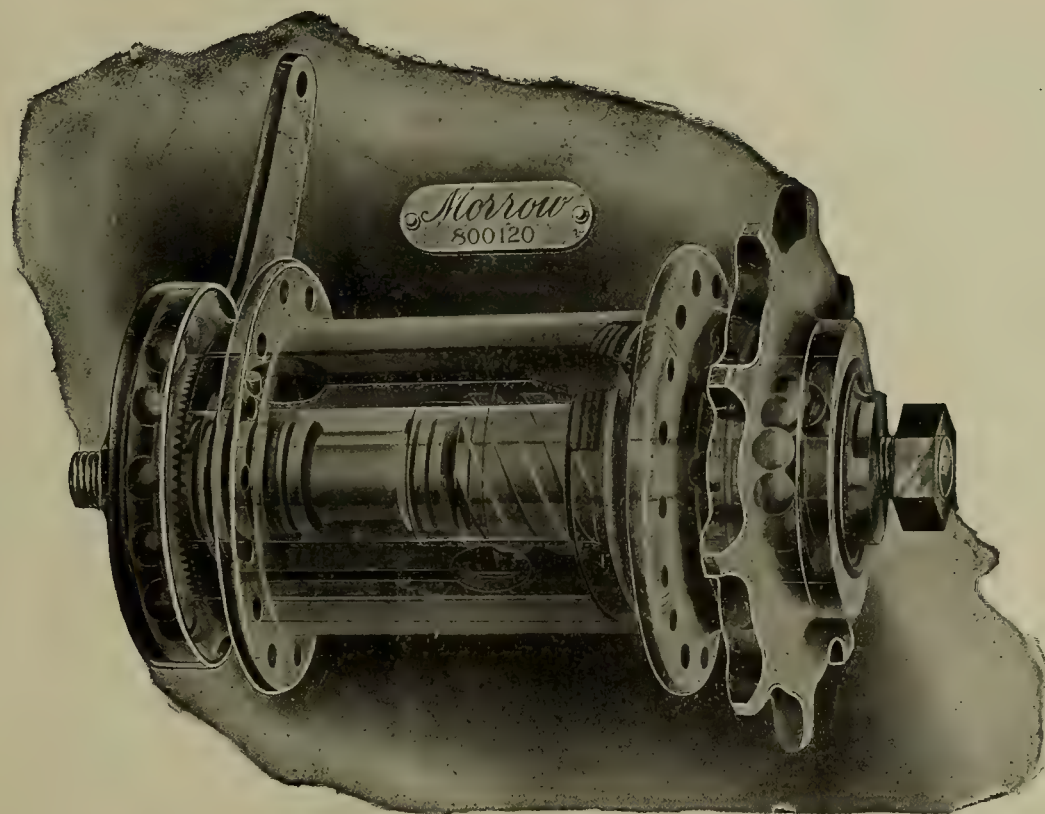
A case that recently came under our direct notice illustrates this contention. A dealer in a good sized town, who sells bicycles and sporting goods, was tempted this year to add automobiles—or, to be quite exact, an auto-







After all,  
there's no Coaster Brake  
quite so good  
as the  
**MORROW**



This is the almost universal  
verdict of the many who  
have tried the others, only  
to come back to the MORROW

ECLIPSE MACHINE CO., Elmira, N. Y.



## FENN HELPS KRAMER WIN:

### Does Most Work in Pursuit Race and Sacrifices His Chance in Championship.

Fenn was the hero of the Vailsburg crowd last Sunday, for the sturdy Pierce rider did most of the work needed to win the team pursuit race for himself and Kramer, and before that he had sacrificed his chances in one of the semi-finals of the quarter-mile championship that Kramer might ride in the deciding heat.

Kramer won the final heat of the circuit event "sitting up" and laughing at the efforts of Krebs to lead him over the line. Krebs and Tom Butler qualified in the first heat of the championship race, and Schwab and Root in the second. Collett had been second in the second heat, but his disqualification let Root into the semi-final. Fenn and John Bedell were the best in the third heat, and Kramer won the fourth, with Dorlon and Menus Bedell tied for second. They tossed and Bedell won. Root won the first semi-final from Krebs by four feet, with Schwab leading Butler. In the other semi-final, the Bedells were on the pole, with Fenn and Kramer up the bank. John Bedell got away first, followed by his brother, Fenn and Kramer. John Bedell rode hard from the start, while his brother loafed and "flagged" the Pierce team. John Bedell had ten lengths' lead by the time he was half-way around the first turn, when Fenn and Kramer were aroused by the shouts of the men sitting on the top of the bank. When they looked up and saw what had happened, Fenn raced around the younger Bedell with Kramer at his heels. Fenn made a great ride, but John Bedell still had two lengths' lead as he crossed the tape. Fenn stopped pedalling when he saw Bedell had too much of a lead to be caught, and Kramer just managed to get over the line ahead of his team mate. All four of the starters in the final elected to ride without "teaming." Root was off quickest, Kramer second, John Bedell third and Krebs last. Krebs jumped when he struck the back stretch, and Kramer kept alongside the "Flying Dutchman," and they both passed Root before the eighth pole was reached. Krebs got the pole on the last turn, and when Kramer tried to pass him on the outside as they entered the home stretch, he swung the champion up the bank. Kramer passed Krebs in the straight and looked back at him all the way to the tape, where he had half a length lead. Bedell was close up in third place, and Root was a bad fourth.

Nine ambitious pairs had entered the five-mile team pursuit race, and two trial heats of two miles each were run. In the first Fenn and Kramer started from the tape, Fogler and Root at 88 yards, Benfer and Meade at 176 yards, Dorlon and Cadwell at

264 yards and Tom Butler and Glasson at 352 yards. Glasson fell after riding fifty yards, and Butler rode alone for three laps and then stopped. Fogler and Root caught Benfer, and Meade in the third lap, but were overhauled by Fenn and Kramer at the end of the ninth lap. Fenn and Kramer won the heat in 4:03 1-5. Dorlon and Cadwell were not caught, and they also qualified for the final. Schwab and Collett started from the tape in the second trial heat, with Jacobson and Bardgett at 110 yards, the Bedell brothers at 220 yards and Schlee and Krebs at 330 yards. The Bedells caught Schlee and Krebs in the fifth lap and won the heat in 4:12, with Jacobson and Bardgett second. Jacobson and Bardgett started from the tape in the final, the Bedells at 110 yards, Fenn and Kramer at 220 yards and Dorlon and Cadwell at 330 yards. Fenn and Kramer rode very hard from the start, and caught Dorlon and Cadwell after covering five laps and 120 yards. Jacobson and Bardgett put up a good fight, and Fenn and Kramer did not catch them until half a mile from the end of the race. The Bedells had been riding surprisingly well, and they won second prize. Fenn rode the last half-lap of the distance alone, and his team had gained two hundred yards on the Lynbrook pair at the end of the race. Fenn did quite a little more work than Kramer, and when the announcement was made that "Kramer and Fenn" won the pursuit race, there were cries from the grandstand that it was "Fenn and Kramer," as Fenn had done most of the work. Their time for the five miles was 10:50. Fenn coasted past the grandstand after making his solitary finish, and the spectators gave him the greatest ovation accorded to any rider there this year.

Fifteen were left to ride in the half-mile consolation, Hadfield and Collett, Fogler and Dorlon and Butler and Glasson being the announced teams. Fogler pulled Dorlon into the lead at once after the start, and Cadwell promptly "tacked on." The trio led at the bell, when Glasson tried to pace Butler up to the front. Fogler swung up a trifle on the last turn, and Dorlon went through on the pole. Cadwell rode around Fogler and gave chase to Dorlon. In the struggle to the tape, Cadwell was the better, and won by half a length. Collett and Tom Butler made a vigorous protest against Cadwell and Dorlon, claiming that there had been a three-cornered combination, but their protest was not heeded, as there was no reason for it.

Dove, Billington, Lee, Ashurst, Limberg and Downing qualified for the final heat of the half-mile open amateur. Limberg, Downing and Ashurst were in the lead on the pole when the bell rang, with Lee, Dove and Billington close to them up the bank. Downing and Lee collided on the last turn, and Lee stopped riding. Limberg led into the straight, where Downing overhauled him and crossed the tape a wheel in the lead. The referee disqualified Downing upon Lee's protest, and Limberg was awarded first place. The one-mile handicap was called the

"Lee Handicap" on the programme, and Lee was the lone scratch man, as Downing refused to race any more after his disqualification in the open event. Kluczek led when the bell rang, with Chappey, Rockowitz and Ashurst following him. Chappey rode out of the bunch in the home stretch and won from Ashurst by a length and a half.

#### Summaries:

Half-mile novice—Won by W. Charlton, Brooklyn; H. M. Kuehr, New York, second; Louis Lipp, Newark, third. Time, 1:08 3-5.

Half-mile open, amateur—Won by Carl Limberg, Garden City W., San Jose, Cal.; Alfred Ashurst, Bay View W., Newark, second; Teddy Billington, National A. C., Vailsburg, third. Time, 1:09.

One-mile handicap, amateur—Won by Henry E. Chappey, Bay View W., Little Falls (80 yards); Alfred Ashurst, Bay View W., Newark (60 yards), second; Joseph Rockowitz, Oregon W., New York (100 yards), third; Edward Rupprecht, Bay View W., Newark (20 yards), fourth. Time, 2:01 2-5.

Quarter-mile N. C. A. circuit championship, professional—Won by Frank L. Kramer (Pierce team); Floyd Krebs (Tribune team), second; John Bedell (Reading Standard team), third; E. F. Root (Columbia team), fourth. Time, 0:33.

Five-mile team pursuit race, professional—Won by W. S. Fenn and Frank L. Kramer (Pierce team); John and Menus Bedell (Reading Standard team), second; J. P. Jacobson (Rambler team), and Walter Bardgett, Buffalo, third; Oliver Dorlon (Columbia team) and Frank J. Cadwell (Rambler team), fourth. Time, 10:50.

Half-mile consolation, professional—Won by Frank J. Cadwell (Rambler team); Oliver Dorlon (Columbia team), second; Tom Butler, Boston, third. Time, 1:01 3-5.

### Covets the Chicago-New York Record.

G. N. Rogers, the enthusiastic Buffalo motorcyclist, is simply burning with desire to tackle the Chicago-New York road record, and if any one has designs on it he announces himself ready to undertake the task. Even at 15 miles per hour, he figures that it is possible to complete the distance in from 66 to 70 hours, particularly at this season of the year when the roads are at their best.

"I know enough about motorcycles to take care of them," adds Rogers, "and I feel that I still have the endurance I possessed in the winter of '79, when I ran three Indians off their feet when moose hunting in Northern Maine."

### The Senator's Trophy Changes Hands.

The Senator Johnson trophy race of the Hackensack Wheelmen was run over the Teaneck course, near Hackensack, N. J., on the forenoon of Labor Day. The distance was fifteen miles. The event was won by Weldon Fosdick, in 45 minutes, from the 8-minute mark. Captain Keenan, who had previously won the trophy twice, sustained a bad fall.



## KRAMER WINS FINAL EVENT

### Champion Scores in Last Circuit Race of 1904—Makes Another World's Record.

Kramer won both the two mile N. C. A. circuit championship and the quarter mile handicap last Monday in the Labor Day races at the Vailsburg track, and in his trial heat of the quarter mile event, he broke a world's record of ten years' standing. The two mile championship was the last circuit race of the year and by winning it Kramer brought his score in the championship table up to 69 points, which is more than twice as many as that of Fenn, the second man, who has 26 points to his credit. The long standing record which Kramer bettered was for a quarter of a mile in competition and was 28 3-5 seconds, made by A. I. Brown, of Cleveland, on October 13, 1894, at Decatur, Iowa. This time Kramer bettered by one-fifth of a second, and from a standing start.

The record breaking ride was in the fourth heat of the quarter mile handicap, which was styled the "Razzle-Dazzle" on the programme. The champion was on scratch, Root at 15 yards, Hadfield at 25, Schwab at 35, Lang at 40, and Guery had the limit of 45. Schreiber had been carded to start in this heat, but a sore foot kept him in the grand stand. One of the Coburn brothers pushed Kramer off at the gun and he gave him a good strong send off. Schwab was the quickest to get under way, and the recruit jumped past Lang and Guery and led into the back stretch. Both Root and Kramer were also quickly into their stride and as they both overhauled Schwab at the eighth pole, Kramer tacked onto Root's rear wheel. Schwab was making a great effort and kept his place on the pole in spite of the best efforts of Root to pass him on the last turn. Schwab still had a slight lead as he entered the straight for the tape, and Kramer had to ride hard to pass him. Kramer jumped again as he neared the tape and led Schwab over the line by a foot and a half. Root was hemmed in between the champion and Schwab and might have been able to defeat Schwab for second if he could have had room to get through. Kramer was riding easily when he crossed the line and gave the impression that he could have done one or two-fifths of a second better had he been pushed harder. The spectators were very enthusiastic when they were told that Kramer had broken a record that had stood for ten years.

In the first heat, Fenn at 5 yards, was virtual scratch man, and he made a gallant attempt to qualify. He failed to get in, as Schlee, Tom Butler and Cadwell were spread over the track too much at the entrance of the home stretch to let the Pierce rider get past, Tom Butler winning from Schlee by half a length. John Bedell, on the 10 yard

mark, had six others strung out in front of him in the second heat. Fogler got away very fast from the 25 yard mark and passed Dolbear and Homan on the back stretch. Fogler won the heat from Bardgett by a length, while John Bedell was but two feet behind the Buffalo man as he crossed the line. Menus Bedell was the virtual scratch man at 10 yards in the third, with six riders in front of him up to Rossini at 50 yards. Krebs was the quickest off the mark and after taking the lead in the back stretch won the heat by three lengths from Jacobson. The starters in the deciding heat were Kramer, scratch; Krebs, 15 yards; Tom Butler, 20; Fogler and Bardgett, 25; Jacobson, 30, and Schwab and Schlee, at 35. Krebs was again very fast in getting up speed after the start. Kramer caught him at the eighth pole and trailed him around the last turn. The champion took the lead in the home stretch and won from Schwab by a length, Tom Butler being a foot behind Schwab, and Jacobson six inches back of Butler. Kramer's time in the final was 29 seconds.

Eleven riders lined up in the first row, seven in each of the second and third rows, and Kramer had the fourth row all to himself in the two mile circuit championship. The teams were Kramer and Fenn, Hadfield and Collett, Fogler and Root, Cadwell and Bardgett and the Bedell brothers. The lap prizes were \$5, and \$20 was offered for the leader at the first mile. Signor Rossini, of Italy, was on the pole in the first row and he went right out and took the first \$5, but Collett passed him almost at the tape and led at the end of the first half mile. The Cadwell-Bardgett team then took command, winning the next lap prize, and then continuing on until they also captured the \$20 for leading at the end of the first mile. Dorlon, Root and Hadfield tried to catch them in the last lap of the first mile, but without success. Root and Bardgett stopped riding at the end of the first mile. Hadfield kept on after his fruitless attempt to catch Cadwell and Bardgett and the former oarsman won the first two lap prizes in the second mile. In the meantime Fenn had been busily engaged pacing the field up to any of the ambitious riders who were chasing the lap prizes and he was very tired as the last lap was started. Jacobson led at the bell, with Schwab, Kramer, Menus and John Bedell behind him. Kramer rushed up into the lead at the eighth pole and was never headed, winning from Menus Bedell by a trifle more than a length. Fogler and Tom Butler fell just after the bell rang, but neither of them were injured. Fifteen started in the mile and a half consolation, and Dorlon outsprinted Bardgett in the last few yards and won by six inches.

The twenty-five starters in the quarter mile open amateur were divided into four heats, with two to qualify in each heat, and Limberg, Chappey, Lee, Dove, Billington, Ernst, Franks and Ashurst lined up for the final. Ashurst was away quickly and led at the eighth, with Dove, Limberg and Billington behind him. Ernst and Lee had been elbowed

back into the bunch at the start and they never had any chance. Ashurst was five lengths ahead of Dove as he entered the last turn, while Limberg was two lengths back of the amateur "Major Taylor." Limberg passed Dove on the last turn, but could not catch Ashurst, who won by two lengths from the Californian. Lee was the lone scratch man in the five mile handicap and sat up at the end of the first mile, but he changed his mind and went on again. Billington had enough at a mile and a quarter, and when he offered to pace Lee as far as he could go the crowd cheered both of them. While they were discussing their chances, the field bunched and then caught Lee and Billington at two miles. There were 33 starters, and 20 were left to start the last mile. At the bell the order was Franks, Dove, Ernst, Rupprecht, Chappey and Limberg. Rupprecht jumped away from the others on the last turn and won from Ernst by five lengths, the Rochester man being the same distance ahead of Chappey, the third man over the line.

#### Summaries:

Half-mile novice—Won by P. L. Cooper, East Orange; Jacob Portenstein, New York, second; Robert Lawson, New York, third. Time, 1:13 3-5.

Quarter-mile open amateur—Won by Alfred Ashurst, Bay View W., Newark; Carl Limberg, Garden City W., San Jose, Cal., second; Teddy Billington, National A. C., Vailsburg, third; M. T. Dove, New York, fourth. Time, 0:30 1-5.

Five-mile handicap, amateur—Won by Edward Rupprecht, Bay View W., Newark (100 yards); Fred Ernst, Rochester (100 yards), second; Henry E. Chappey, Bay View W., Little Falls (200 yards), third; M. T. Dove, New York (100 yards), fourth. Time, 11:01 4-5. Lap prize winner, Joseph Rockowitz, Oregon W., New York.

Quarter-mile handicap, professional—Won by Frank L. Kramer, Pierce team (scratch); Oscar Schwab, Greenwich, Conn. 35 yards), second; Tom Butler, Boston (20 yards), third; J. P. Jacobson, Rambler team (30 yards), fourth. Time, 0:29.

Two-mile N. C. A. circuit championship, professional—Won by Frank L. Kramer, Pierce team; Menus Bedell, Reading Standard team, second; John Bedell, Reading Standard team, third; Floyd Krebs, Tribune team, fourth. Time, 4:07 3-5. Leader at one mile, Frank J. Cadwell, Rambler team. Lap prize winners—Hadfield, 2; Jacobson, 1; Cadwell, 1; Collett, 1; Rossini, 1.

#### Ten Complete 'Frisco Endurance Run.

Ten riders completed the second 100 miles endurance run held this season by the Pacific Coast Motorcyclists of San Francisco, which occurred August 29. They were: Frank Puck, on a Light; Harry Anthony, Harry P. Smith, John R. Kenna and James Hoffman, on Yale-Californias; Frank E. Campbell, J. M. Litchfield and L. Beachy, on Indians; C. Larsen, on a Reading Standard Thoroughbred, and C. Medbury, on a Buck.



## METTLING GETS IN FRONT

### The Boston Student of Backs Finally Shows His Heels to Stinson.

Louis Mettling, who has spent most of the season in studying the backs of his competitors in the paced races in the Boston district, finally experienced that exhilarating feeling that comes of winning a well fought race. At the Charles River track, Boston, on the afternoon of Labor Day, he administered a sound defeat to Will Stinson in a fifty-mile paced match race.

Mettling led at the crack of the pistol and covered the first mile in 1:18 1-5, leading Stinson by ten yards. This lead was maintained until the fifth mile, when Mettling opened the gap to fifty. At ten miles Stinson led by five yards, which he increased to half a lap at fifteen miles, and almost a whole lap at twenty. After that Mettling began to gain, and at twenty-five miles Stinson's lead was reduced to half a lap. From there on it was clear that Stinson was outclassed, Mettling lapping him at will. Mettling gradually increased his lead, and at the finish led by five and a half laps. The time was 1:12:28 4-5.

Four heats were necessary in the one-mile amateur handicap, and some fast riding was done. Harvey Giles won the final from the 135-yard mark in 1:57 2-5. P. F. Logan, scratch, was second, and J. A. McNeil, 15 yards, third.

McNeil won the five-mile lap amateur open with Emil Nelson second and J. B. Coffey third. The time was 12:19, and the winners of the mile prizes were McNeil, Nelson, McKinnon, Stoughton and Downey.

#### Summary:

One-mile handicap, amateur—Final heat won by Harvey Giles (135 yards); P. F. Logan (scratch), second; J. A. McNeil (15 yards), third. Time, 1:57 2-5.

Five-mile open, amateur—Won by J. A. McNeil; Emil Nelson, second; J. B. Coffey, third. Time, 12:19. Mile prize winners, McNeil, Nelson, McKinnon, Stoughton and Downey.

Fifty-mile motor paced match professional—Won by Louis Mettling; Wm. Stinson, second. Time, 1:12:28 4-5.

### The Wind-Up in Detroit.

The Bicycle Dealers' Association of Detroit held the last of their series of holiday race meets on Labor Day at Recreation Park. A fair crowd attended, the weather was ideal and the track was fast. There were five races.

In the third race, which was a two-mile handicap, Prochnow made a grand sprint and succeeded in winning the race by a length, leaving his old time competitor, Walter Brydon, in the last half of the last lap.

Half mile, open—Walter Brydon won;

Louis Prochnow, second; Edward Parfield, third; Herman Adler, fourth. Time, 1:47.

Two-mile handicap (boys)—Joe Fry (150 yards), won; Richard Bagnall (scratch), second; Henry Adler (scratch), third; Hugh Robb (150 yards), fourth. Time, 5:14.

Two-mile handicap—Louis Prochnow (50 yards), won; Walter Brydon (scratch), second; Richard Bagnall (125 yards), third; Henry Adler (125 yards), fourth. Time, 5:10.

Motor cycle race, five miles—Maurice Canutson, won; Dr. Harmon, second; Sam Stein, third. Time, 9:14.

Five-mile handicap—Richard Bagnall (200 yards), won; Edward Padfield (200 yards), second; William Guess (300 yards), third; Frank Addison (230 yards), fourth. Time, 13:50.

### Reno Wins From San Francisco.

By one and seven-eighths miles the Reno wheelmen lowered the colors of the Bay City Club, of San Francisco, in a fifty-mile relay race at Reno, Nev., on August 28. Fifteen hundred people witnessed the race, which was brimful of enthusiasm. After the first relay of five miles Mershon's wheel broke just as he was about to pick up his man. This necessitated a change of wheels, and when he finally started Stewart, of the Bay City's, had a lead of a quarter of a mile. In the first half-mile Mershon had caught his man, and like a flash shot by. From that time on the 'Frisco boys stood no chance, and the lead increased. Three times the Reno boys met with an accident, their wheels puncturing, but even this did not prevent them from constantly increasing their lead.

Demara, of San Francisco, and Knox, of Reno, made the best individual miles, and in the same time, 2:23. McLaughlin, of San Francisco, rode the last relay against Carter, Reno's crack man. After finishing his relay against a hopeless lead, both men came up to the scratch and rode an exhibition mile. McLaughlin beat the Reno man by three lengths.

The line-up of the teams follows:

Bay City—George Fry, J. H. Stewart, A. F. Silva, Vic Grey, H. L. Newsom, Fred Winterstun, J. P. Simmons, W. Demara, Charles Long and F. McLaughlin.

Reno Wheelmen—J. Peckham, C. Mershon, C. Knox, H. Updike, A. McKenzie, G. Johnson, T. Meffley, W. Kornmayer, Ole Peckham and A. Carter.

### "America's" Promise of Big Race.

Nearly 150 entries have already been received for the 100 mile handicap race of the Century Road Club of America, to be held Sunday, September 18, over Long Island roads. The chairman of the Racing Committee, Oscar Lenz, reports that he has received requests for entry blanks from nearly every State in the East.

There will be over twenty-five prizes, consisting of high grade bicycles, gold watches, rifles, shotguns, opera glasses and other valuable prizes.

## CALDWELL BREAKS A RIB

### With Six-Hour Race Almost Won He Falls Heavily and Moran Wins.

About three thousand spectators assembled at the Revere Beach track, Boston, on the afternoon of Labor Day, to witness the six-hour paced race between James Moran, Hugh McLean, Nat Butler and Harry Caldwell.

Moran won by almost twenty miles, having covered within the time limit a distance of 197 miles and 250 yards, and incidentally gave one of the best exhibitions of pluck, nerve and endurance which has been seen at the track this year.

Hugh MacLean was second, with 177 miles, 1,485 yards; Nat Butler third, with 175 miles and 1,100 yards, and Harry Caldwell got fourth money. He rode but 121 miles, being obliged to quit the track soon after the beginning of the last half of the race, on account of an accident.

But for the accident he would perhaps have won the race, which at the time he had well in hand. He had ridden about fifteen miles in the evening when he bumped his motor directly in front of the grandstand and was thrown from his wheel falling heavily. He was knocked unconscious and his condition was such that he was unable to resume. After being carried to the dressing room he was examined and it was found that he had sustained a fractured rib on the right side and had also injured his collar bone.

When he was thrown Caldwell had a lead of more than two miles on MacLean, the second man, and was riding well. The race was a miniature six day contest, three hours being ridden in the afternoon and the last half in the evening.

From start to finish of the race Moran gave a good exhibition. At the finish of the afternoon racing Caldwell had the lead, MacLean second, Moran third and Butler fourth. Caldwell had rather an easy time in the afternoon, and repeatedly lapped the bunch. MacLean rode well in the afternoon and finished only two miles behind Caldwell.

In the evening in the sixty-first mile Moran got up on even terms with Caldwell, and from that point the result was never in doubt. MacLean at 177 miles fell exhausted from his wheel and was unable to continue, but he got second place, as Butler was unable to overcome the lead which the Revere rider had gained.

The summary:

| Leader.  | Three hours. |        | Six hours. |        |
|----------|--------------|--------|------------|--------|
|          | Miles.       | Yards. | Miles.     | Yards. |
| Moran    | 100          | 1,130  | 197        | 250    |
| MacLean  | 104          | 275    | 177        | 1,485  |
| Butler   | 92           | 685    | 175        | 1,100  |
| Caldwell | 106          | 900    | 121        | 20     |

"The motor bicycle is the biggest triumph of civilization, embodying, as it does, great power in small and compact form," is the opinion of Pearson's Weekly.



## LABOR DAY AT TONAWANDA

### Road Race and Motor Bicycles in Track Events Furnish Diversity in Sport.

On road and track Monday was a big day for cyclists at Buffalo, when the Buffalo and Tonawanda Cycle Trade Associations ran off a programme that had to be curtailed because of darkness setting in. First came a fifteen-mile road race, in which there were twenty-eight starters. The race was won by Elvin Arenz, a 4:15 man, and James Dick, a 1:30 man, won the time prize, beating Wiley, of Syracuse, who was the fastest of the scratch men, by more than half a minute. Summary:

|                                  | Handicap. | Time.  |
|----------------------------------|-----------|--------|
|                                  | M.S.      | M.S.   |
| 1. Elvin Arenz, Tonawanda.....   | 4:15      | 34:46  |
| 2. Walter Peck, Buffalo.....     | 0:04      | 36:47  |
| 3. James Dick, Buffalo.....      | 1:30      | 34:27  |
| 4. George Depew, Buffalo.....    | 3:30      | 36:36  |
| 5. Tony Rich, Tonawanda.....     | 0:05      | 38:43  |
| 6. Charles Daycock, Buffalo..... | 3:15      | 37:53  |
| 7. Fred Holtz, Buffalo.....      | 4:15      | 38:12  |
| 8. R. S. Lewis, Buffalo.....     | 1:30      | 36:17  |
| 9. H. Hennessey, Buffalo.....    | 3:15      | 38:17  |
| 10. F. Mohelan, Buffalo.....     | 0:03      | 38:03  |
| 11. R. J. Parker, Buffalo.....   | 4:15      | 39:19  |
| 12. George Daw, Buffalo.....     | 4:30      | 39:41  |
| 13. George Wiley, Syracuse.....  | Scratch   | 35:11½ |
| 14. E. C. Helf, Tonawanda.....   | Scratch   | 35:12  |
| 15. J. Tanner, Buffalo.....      | 0:30      | 35:42½ |
| 16. W. Martin, Buffalo.....      | 1:30      | 36:40  |
| 17. J. A. Gittere, Buffalo.....  | 1:45      | 36:48½ |
| 18. J. A. Hahnden, Buffalo.....  | Scratch   | 35:58  |
| 19. Joe Berbach, Buffalo.....    | Scratch   | 36:05  |
| 20. William Eagles, Buffalo..... | 2:00      | 38:49  |
| 21. Joe Lewis, Buffalo.....      | 4:15      | 40:55  |
| 22. R. Bell, Buffalo.....        | 4:15      | 47:04  |
| 23. J. P. Meaney, Buffalo.....   | 4:00      | 46:53  |

The track events were run at Tonawanda Driving Park; they were made up chiefly of motorcycle contests and exhibitions. The results follow:

Fifteen miles, open—First, E. E. Denniston, Buffalo (Auto-Bi); second, G. H. Curtiss, Hammondsport, N. Y. (2½-horsepower Hercules); third, W. Willetts, Buffalo (Auto-Bi). Time, 25:00.

Five miles—First, G. H. Curtiss; second, Charles Kirkham, Bath, N. Y. (Hercules). This was a splendid race, Curtiss winning by less than a length.

Two-mile exhibition—Mrs. G. N. Rogers, Buffalo (Auto-Bi). Time, 4:18.

Five-mile exhibition—G. H. Curtiss (5-horsepower double-cylinder Hercules). Time, 7:00; first mile, 1:23.

Bicycle team pursuit race—First, Woodbine Wheeling Club; second, Rambler Bicycle Club. Distance, 7 miles.

### When "Soda Water" Handicaps Were.

"The finest and by far the most exciting racing that I ever saw," said an oldtime follower of the game at the Vailsburg track a few Sundays ago," were the 'sodawater handicaps,' as they were called, which used to be run every Sunday morning on one of the most prominent tracks in the West when the pastime was in its best days.

"These events used to be arranged entirely by the riders; they did their own handicapping, and, as they knew the riding abilities of each other, the field was always bunched about the time of the last half lap. The race was always run as the windup of

the day's training, and each man did his very best throughout the whole race; the rivalry was also at times very intense.

"These miss and out races certainly keep the men in anxiety and make them work, but in our old 'sodawater handicaps' the last man to finish had to 'set up' the refreshments for the whole crowd, and you can bet there was great riding at the finish, for this was an item of no small moment.

"These contests finally became almost as popular as regular meets, they received a great amount of press notice, and, as no admission fee was charged, large crowds used to come out regularly. This was eventually the cause for their discontinuance, but it certainly used to be great sport."

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### Clovers Numerous at Last Reunion.

Between 200 and 300 riders participated in the last reunion of Boston wheelmen for this season, in the run to Bass Point, Nahant, last Sunday.

The Clover Cycle Club of Lynn won the prize cup offered by the merchants of Bass Point and the steamship companies for the club having the largest turnout, by having sixty members in line.

About 11 a. m. the out-of-town wheelmen began to arrive at the headquarters of the Clover Cycle Club, where refreshments were served. The clubs represented at the start were the Clover, of Lynn, Captain A. C. Myers; Medford Wheelmen, Captain T. Sheehan; Charlestown Wheelmen, Captain Barry, and the Fields Corner Cycle Club, Boston, Captain Brown.

At Bass Point dinner was served, the wheelmen scattering among the different restaurants, and after this was over they again got together and talked about cycling in the past and discussed methods of promoting the pastime in the future. The run was held under the auspices of the Clover Cycle Club.

## SCHLEWITT SURPRISED 'EM

### Again Wins Chicago's Biggest Race and This Time Takes Time Prize Also.

Although, with a handicap of 2 hours 30 minutes, Fred Schlewitt won the Century Road Club Association's (Western Division) 100-mile road race last year, in this season's event, run on Monday last, he was favored with a start of thirty minutes, which proved enough to enable him to fairly run away with the race. He not only finished first, but also won the time prize in 5:10:30—the fastest time over the Libertyville-Waukegan course. He rode without pace practically the entire distance, and crossed the tape seven minutes ahead of the second man.

Herman Hultgren, winner of the time prize last year, and considered the best road rider in Chicago, with the exception of "Farmer" Blum, the former record holder, took second time prize and also beat Blum's old record, riding in 5:16:41. Emil Blum, a younger brother of the "farmer," took third time prize, but he may be disqualified, as it is charged that he was paced at certain periods of the race by his brother, who was not entered.

Some benighted individual had sowed several stretches of the course with bright, new carpet tacks, which served to affect the times and positions of several of the competitors.

Thirty-three of the thirty-four entries started and finished in the following order:

|                                      | Handicap. | Time.   |
|--------------------------------------|-----------|---------|
| Fred. Schlewitt, C. R. C. A.....     | 0:30      | 5:10:30 |
| Charles F. Stasch, C. R. C. A.....   | 1:00      | 5:47:30 |
| E. J. Magnussen, C. R. C. A.....     | 0:45      | 5:40:11 |
| V. J. Consalik, C. R. C. A.....      | 0:45      | 5:40:12 |
| J. E. Spiegelhauer, C. R. C. A.....  | 0:45      | 5:44:42 |
| J. Moffat, C. R. C. A.....           | 0:45      | 5:48:30 |
| Cornell Malone, unattached.....      | 2:00      | 7:03:50 |
| H. Schmidt, unattached.....          | 1:00      | 6:07:30 |
| Arnold Deitz, Milwaukee.....         | 1:00      | 6:07:48 |
| Dan Cameron, C. R. C. A.....         | 1:00      | 6:11:48 |
| John Deitz, Milwaukee.....           | 0:30      | 5:44:35 |
| Herman Hultgren, C. R. C. A.....     | Scr.      | 5:16:41 |
| Emil Blum, C. R. C. A.....           | Scr.      | 5:19:04 |
| C. Blankenheim, C. R. C. A.....      | 1:30      | 6:57:25 |
| Erwin Miller, C. R. C. A.....        | 1:00      | 6:32:01 |
| Alvin Ingrish, unattached.....       | 1:45      | 7:22:47 |
| E. S. Lindemau, C. R. C. A.....      | Scr.      | 5:37:48 |
| G. Lindemau, C. R. C. A.....         | Scr.      | 5:37:53 |
| W. E. Baum, C. R. C. A.....          | 1:30      | 7:08:00 |
| Harry S. Thomson, C. R. C. A.....    | 1:45      | No time |
| George Spiegelhauer, C. R. C. A..... | 1:15      | No time |
| John Schutt, unattached.....         | 0:45      | No time |

### Jacobson Wins Phoenix Handicap.

The Phoenix Cycle Club of New York held a ten mile handicap road race on the Hoffman Boulevard, Brooklyn, which was won by Frank L. Jacobson from the 2 minute and 20 seconds mark. His net time was 30 minutes, 12-5 seconds. Otto Metcalf won the time prize from scratch in 28 minutes, 22-5 seconds. He finished third.

The order of finish of the first five riders was: Frank L. Jacobson (2:20), first; James O'Neil (2:16), second; Otto Metcalf (scratch), third; James Manning (2:31), fourth; Frank Montgomery (2:01), fifth.

The motor bicycle race which was included in the sports at Springfield, Mo., on August 31, was won by P. Maher (Indian); second, C. Bahnsen (Indian); third, John Hurck (Indian); fourth, A. L. Jordan (Rambler).



### Great Crowd Sees Wheeling's Road Race.

Intense interest and enthusiasm prevailed among the 20,000 spectators who lined the course of the fifteen-mile road race, held under the auspices of the Wheeling Register at Wheeling, W. Va., on Labor Day, the first cycle event that had been held in the vicinity for many moons.

It almost seemed as if the public had hungered for something of the kind. In fact, such a crowd lined the course that all of the fourteen starters, without exception, had one or more spills during the race, due to the crowding of onlookers. These falls and heavy rains the night previous prevented making fast time.

J. H. Mackay, of Martin's Ferry, with a handicap of 3 minutes, won the event in rather dramatic fashion. He was the only contestant to reach the tape without a fall to his credit, but just as he crossed the tape a small boy ran in front of his machine.

As a result of the collision Mackay sustained a broken shoulder bone.

John A. Cox, of Cox's Landing, a one-minute man, was second, 1 minute and 5 seconds behind the winner. W. Hall, of Pittsburg, a scratch man, was a close third and winner of the time prize. His time was 51 minutes. Cox won the second time prize and Mackay the third.

#### SUMMARY.

| Contestant.                         | Handicap. | M.S.  | M.S. |
|-------------------------------------|-----------|-------|------|
| 1—John H. Mackay, Martin's Ferry... | 3:00      | 52:00 |      |
| 2—John A. Cox, Cox's Landing.....   | 1:00      | 51:05 |      |
| 3—W. Hall, Pittsburg.....           | Scratch   | 51:00 |      |
| 4—D. L. Prager.....                 | 5:00      | 56:30 |      |
| 5—M. McNutt.....                    | 2:00      | 54:00 |      |
| 6—H. D. Smith.....                  | Scratch   | 52:02 |      |
| 7—W. D. Smith.....                  | 2:30      | 54:58 |      |
| 8—W. H. Ogle, Little Washington.... | 2:00      | —     |      |
| 9—Lawrence Clark.....               | 5:30      | —     |      |
| 10—Fred Moore.....                  | 1:30      | —     |      |

### Racers Costumes Shock Californians.

Puritanism is not confined to New England. The exposure of brawn and muscle exhibited by racing bicyclists in the neighborhood of Haywards, Cal., has so shocked the Puritan taste of some of the citizens of that town that a petition has been presented to the Board of Trustees in part as follows:

"We agree with a majority of our people that the racing wheelmen on Sunday should dress in more refined taste. It has always

been a very unpleasant sight to us and we believe the matter should be regulated and the rights of the people respected.

"It is undoubtedly very offensive to many people and it seems to us that a regulation costume could be purchased that would work just as well and not shock the young people who are on their way to church or homeward bound."

The costume that has given such offense exposes the arms and legs of the riders to about the same extent as a bathing suit and it is contended by cyclists that it is the regulation suit recognized all over the country and used at all road races.

### The Cyclist and the Pump.

There was a time when only riders who took big chances would venture on a ride without carrying a pump with them. As roadside repair shops multiplied, however, it became possible to depend on them with reasonable certainty, and, except in case of a puncture on some little frequented road, a pump could nearly always be procured. Indeed, many riders, although they may have carried a small pump for such emergencies, preferred to avail themselves of the foot pumps to be found at such places.

Now, however, the pendulum has swung the other way, and repair shops are much less numerous. It is for this reason, perhaps, that more riders carry pumps than formerly. Frequently they are large hand pumps, which are carried in clips fastened to the frame tube. With one of these the rider is independent of the road houses, although even then he is apt to make use of the foot pump if he comes across one, as it saves time and does the work more satisfactorily.

### One Source of Slow Leakage.

Some riders are careless and neglect to screw on the valve cap after inflating their tires. Dust gets into the top part of the valve, and unless it is cleaned out before the tire is inflated it is carried into the valve. There it interferes with the proper working of the latter, and the rider wonders why his tire should slowly deflate when there is no apparent cause for it.

### Hamiltons Race on Hoffman Boulevard

Hoffman Boulevard, Long Island, was the scene on Labor Day of a series of races held by the Hamilton Wheelmen, of New York. The course was deep in mud, and the times made were slow, but there were some close finishes that gave zest to the sport.

#### Summaries:

Half-mile novice race—Won by Daniel J. Reilley; George H. Thomas, second; William F. Stoneman, third. Time, 1:58½.

One-mile handicap—Won by John J. Garvin (scratch); John H. McManus (45 yards), second; Thomas G. Hughes (75 yards), third. Time, 2:45 1-5.

Two-mile handicap—Won by John J. Garvin (scratch); John H. McManus (65 yards), second; William H. Fields (150 yards), third. Time, 5:53¼.

Three-mile handicap—Won by John H. McManus (150 yards); Thomas G. Hughes (200 yards), second; William G. Fielding (scratch), Time, 8:57 1-5.

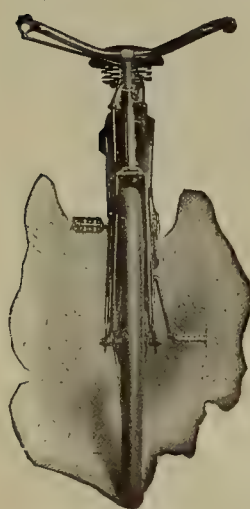
Mile and a half—Won by William G. Fielding; John J. Garvin, second; William F. Stoneman, third. Time, 3:33¼.

Five-mile handicap—Won by John H. McManus (350 yards); John J. Garvin (scratch), second; Thomas G. Hughes (400 yards), third. Time, 14:24 3-5.

Ten mile handicap—Won by Thomas G. Hughes (2:25); John J. Garvin (scratch), second; John H. McManus (1:15), third.

### Cougill's Long Lived Bicycle.

A story from Albany, Ore., says a bicycle which has been in constant use for 12 years and which has never been in a repair shop, is the property of J. B. Cougill, a carpenter of that city. The bicycle was bought in 1892 by E. E. Goff, manager of the Albany Canal & Water Company, who sold it to Mr. Cougill after using it three years. Mr. Cougill then lived on a farm near Albany and made almost daily trips to town on the bicycle for several years. Since moving to Albany he has used it all the time, riding to and from his work. During all this time the bicycle has not broken or weakened in any way. It cost \$100 when new.



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## GREAT SPORT AT SALT LAKE

## World's Record by Samuelson and Appearance of McFarland Stirs the Mormons.

Despite the threatening appearance of the sky, over 2,000 persons witnessed the meet at Salt Lake City on the evening of August 23, and saw W. E. Samuelson reduce the world's three-mile record, held by himself, to 6:19, in the three-mile lap race, and the three heats of the half-mile match race between Staver and Emery also kept the spectators on their feet.

In the three-mile lap, professional, Samuelson won out over Downing by half a wheel, and capped his victory by clipping one and a fifth seconds off the world's record. Stevens took the pole at the start and held it for fourteen laps, but not without setting a terrific pace and repeatedly battling with the other contestants as they endeavored to pass him. At the beginning of the last mile Hopper suddenly shot around the bunch, but Samuelson was awake and hooked onto his hind wheel. For two laps they went at a terrific pace, when Samuelson jumped into first place, followed closely by Downing and Hoffman. Fighting for points of vantage, the sprinters whirled around the oval five times, still keeping up their speed, but without any apparent change in positions. At the sound of the bell Downing and Hoffman both put forth their best efforts and began to cut down Samuelson's lead, but the Provo lad was there, and managed to win out by half a wheel over Downing. Hoffman was a good third.

The half-mile match race between veteran Staver and "War Horse" Emery proved the chief attraction of the evening, and both riders were cheered to the echo as they appeared on the track.

In the first heat Emery led all the way and won by half a wheel length, but in the second and third heats Staver turned the tables, and by three lap sprints managed to win by a narrow margin both times. Both riders were given an extended ovation at the conclusion of the race, but Emery didn't enjoy it and left the track. Staver's fellow cyclists and friends immediately presented him with a large bouquet of roses and carried him to his dressing room on their shoulders. "The Old Timer has to win once in a while!" he exclaimed, as he was dropped upon his victorious couch.

The half-mile open amateur was won by West in the time of 1:01 3-5. He took the lead at the end of the second lap and held it, despite Iver Redman's and Heagren's efforts to pass him at the tape. Heagren worked up a great sprint on the last lap, but was a little late in getting started, or he might have captured the event.

Head work and team work won the five-mile open lap tandem race for Castro and West. On the fourth lap of the last mile they pulled out from the very rear, circled the bunch and passed Wilcox and Taylor, who were leading, as though they were anchored, and won by a handsome margin from Heagren and Weiser.

## Summaries:

Half-mile open, amateur—Final heat won by F. G. West; C. Redman, second; E. B. Heagren, third. Time, 1:01 3-5.

Half-mile match race between J. F. Staver and Emery—First heat won by Emery; second and third by Staver. Time, 1:18 3-5, 1:11, 1:11.

Five-mile amateur tandem lap—Won by Fred Castro and F. G. West; E. B. Heagren and H. Weiser, second; S. H. Wilcox and A. G. Taylor, third; S. A. Eliswood and E. Holladay, fourth. Time, 10:24. Lap winners, Wilcox and Taylor, 18; Heagren and Weiser, 8; Ellsworth and Holladay, 8; Castro and West, 5.

Three-mile professional lap—Won by W. E. Samuelson; H. Downing, second; F. J. Hofman, third; W. Palmer, fourth. Time, 6:19 1-5. Lap winners, Samuelson, 5; Stevens, 14; Hopper, 3; Burris, 1.

Samuelson and McFarland disappointed the crowd on the evening of August 26, when they failed to catch the bunch in the final heat of the mile handicap, professional, but when it is considered that the time for this winner was 1:53, the failure of the scratch men to get in front is readily understood. This was McFarland's first appearance at Salt Lake, and he received a great ovation when he won his trial heat in the fast time of 1:56. Downing waited for McFarland at the start and aided in getting him up to the bunch. On the bell lap Leyland got to riding circles up and down the bank, throwing Downing and narrowly missing McFarland. McFarland had no difficulty in riding around the bunch, and won sitting up. Hoffman turned loose an unexpected burst of speed in the other trial heat, and forced Samuelson to take second place.

In the final heat the limit men started out at a terrific gait and were never caught by the scratch men. McFarland and Samuelson relieved each other every lap in taking the pace, and for a few laps gradually gained on the bunch, but neither would sacrifice his chances by taking the burden of pace and both sat up at the sixth lap.

While the finish between Hollister, Palmer, Stevens and Hopper, who finished in the order named, was a pretty one, the crowd was disappointed until the time was announced and it was seen what the scratch men were up against.

The three-mile lap amateur brought out some splendid racing and the most exciting finish of the evening. After the usual scramble for the lap money, most of which was secured by Holladay, the fast bunch, consisting of the two Redmans, West and Heagren, went out and finished by themselves. Carl Redman took the lead, with West trail-

ing, and the latter waited a little too long before making his sprint.

In the half-mile team race Palmer and Hollister outclassed Stevens and Williams and won easily, although the latter rode a fine race in both heats, Palmer and Hollister completely outgeneraled the other pair.

The five-mile open motor race was a thrilling event. E. Smith took the lead at the start, followed closely by F. M. Samuelson and Staley, with Heagren far in the rear. Little by little Heagren began to close up the gap, and then, by a sudden burst of speed he shot past Samuelson and Staley and tacked onto Smith's hind wheel. For several laps the leaders kept this position, when Heagren slowly began to forge ahead. Just then his belt slipped and the momentary pause which followed gave Smith the lead. Heagren was a good second. The time was 6:35.

## Summaries:

One mile, novice—Won by W. W. Wiscomb. Time, 2:31 2-5.

Half-mile team sprint race, professional, won by points—Hollister and Palmer, in two heats, 14 points; Williams and Stevens, 8 points.

One mile handicap, professional—Final heat won by C. L. Hollister (75 yards); W. Palmer (70 yards), second; O. L. Stevens (60 yards), third; N. C. Hopper (60 yards), fourth. Time, 1:53.

Three-mile lap amateur—Won by C. Redman; F. G. West, second; E. B. Heagren, third; I. Redman, fourth. Time, 6:16 3-5. Lap winners—Wilcox, 3; Schnell, 2; C. Redman, 1; I. Redman, 3; Lindgren, 3; Holladay, 8; Taylor, 3.

Five-mile motorcycle—Won by G. Smith; Heagren, second; Samuelson, third. Time, 6:16 3-5.

The one-mile match race, best two in three heats, between McFarland and Samuelson, that was run on the evening of August 30, brought out a crowd of about four thousand, larger than any that assembled at the Saucer within the last three years.

McFarland trailed the colors of Provo's pride in two straight heats. Both riders received a royal welcome when they made their appearance on the track. Samuelson won the toss and took the pole. At the crack of the gun he took the lead and quickly tacked on to the rear of W. Palmer, who was pacemaker. McFarland seemed unable to get started, but he managed to close the gap, and for five laps he remained close to Samuelson.

At this juncture McFarland started out as if endeavoring to take the pace, and then Samuelson let out a terrible burst of speed, while McFarland dropped back to get the benefit of his pace. For two laps they went at an awful gait. On the bell lap McFarland drew up a little and secured a good position, while the crowd cheered Samuelson, who seemed to be holding his own. On they whirled, until the back stretch of the last lap was reached, when McFarland suddenly forged up even with his man and slowly



worked ahead, crossing the tape a length to the good.

The second heat was no less exciting and even more spectacular. Samuelson surprised McFarland at the start by refusing first place, and it was plainly evident that McFarland didn't like it a bit. At the end of the fifth lap McFarland started out at a good gait, but Samuelson remained behind, while the crowd cheered and cheered. After another slow lap McFarland turned loose, and, although Samuelson made a desperate sprint, he failed to head off his man and lost by a wheel.

The two-mile lap race, professional, was won by Saxon Williams, who caught the crowd asleep four laps from home and stole a lead which they could not overcome. Samuelson beat Downing out on the sprint for second. McFarland did not ride. The laps were divided among the riders as follows: Saxon Williams, 4; Staver, 3; Achorn, 1; Emery, 2, and Stevens, 4.

In the three-mile lap amateur tandem race the Redman brothers, met their first defeat of the season. West and Castro let out a terrible sprint four laps from home, and not only held the lead gained, but increased it. Heagren and Weiser were second, with the Redman brothers third. The laps were divided as follows: West and Castro, 4; Ellswood and Tate, 7, and Taylor and Wilcox, 12.

Carl Redman carried off the honors in the half-mile open. By a scant half-wheel he won out from Ellswood, who gave him a hard fight during the last two laps. West was a good third.

#### Summaries:

Mile match, between Floyd McFarland and W. E. Samuelson, best two in three heats—McFarland won two straight heats in 1:54 4-5 and 2:07 3-5.

One-mile novice—Won by P. M. Childs. Time, 2:46 2-5.

Half-mile open, amateur—Final heat won by C. Redman; S. A. Ellswood, second; F. G. West, third. Time, 1:03 1-5.

Three-mile lap, handicap, tandem amateur—Won by F. G. West and F. Castro; E. B. Heagren and H. Weiser, second; C. and I. Redman, third. Time, 5:57. Lap winners—West and Castro, 4; Ellswood and Tate, 7; Taylor and Wilcox, 12.

Two-mile lap, professional—Won by Saxon Williams; W. E. Samuelson, second; Hardy Downing, third; C. L. Hollister, fourth. Time, 3:59 2-5. Lap winners—Williams, 4; Staver, 3; Achorn, 1; Emery, 2; Stevens, 4.

The standing of the cracks who have been racing at Salt Lake City during the season up to August 28 is shown by the appended table:

Samuelson leads in the professional column, with three times as many points as Hofman, his closest competitor. Hardy Downing continues to ride well, and his chances for capturing second place before many meets are good.

Carl Redman leads in the amateur column, with his brother Iver close upon his heels. Heagren seems to be regaining his old form and is riding well. West has been doing some fine riding and is moving up.

#### PROFESSIONALS.

|                        | First. | Second. | Third. | Fourth. | Total. |
|------------------------|--------|---------|--------|---------|--------|
| W. E. Samuelson.....   | 23     | 3       | 1      | —       | 126    |
| F. J. Hofman.....      | —      | 7       | 9      | 2       | 41     |
| George H. Collett..... | 3      | 6       | 2      | 4       | 41     |
| Hardy Downing.....     | 3      | 6       | 1      | 4       | 39     |
| W. Palmer.....         | 2      | 5       | 1      | 2       | 29     |
| C. L. Hollister.....   | 2      | 1       | 6      | 3       | 28     |
| N. C. Hopper.....      | 1      | 4       | 2      | 5       | 26     |
| Saxon Williams.....    | 1      | 4       | 2      | 5       | 26     |
| J. E. Achorn.....      | 1      | 2       | 2      | 5       | 20     |
| O. L. Stevens.....     | 2      | —       | 2      | 3       | 17     |
| J. M. Chapman.....     | —      | 1       | 3      | 1       | 10     |
| J. F. Staver.....      | —      | —       | 3      | —       | 6      |
| J. Bemis.....          | —      | —       | —      | 1       | 1      |
| J. P. Gunn.....        | —      | —       | —      | 1       | 1      |

#### AMATEURS.

|                      | First. | Second. | Third. | Fourth. | Total. |
|----------------------|--------|---------|--------|---------|--------|
| Carl Redman.....     | 9      | 7       | 8      | 3       | 86     |
| Iver Redman.....     | 9      | 7       | 2      | 2       | 72     |
| E. B. Heagren.....   | 5      | 5       | 7      | 1       | 55     |
| S. A. Ellswood.....  | 2      | 5       | 7      | 3       | 42     |
| Fred Castro.....     | 2      | 3       | 5      | 6       | 35     |
| Fred G. West.....    | 5      | 2       | 1      | —       | 33     |
| S. H. Wilcox.....    | 2      | 4       | 3      | —       | 28     |
| Harry Weiser.....    | 2      | 2       | 1      | —       | 18     |
| J. H. Tate.....      | —      | 1       | 3      | 1       | 10     |
| A. G. Taylor.....    | —      | —       | 1      | 1       | 3      |
| T. D. Morgan.....    | —      | —       | 1      | —       | 2      |
| J. B. Smith.....     | —      | —       | 1      | —       | 2      |
| Eugene Holladay..... | —      | —       | —      | 1       | 1      |
| L. H. Mills.....     | —      | —       | —      | 1       | 1      |
| Carl Warr.....       | —      | —       | —      | 1       | 1      |

#### Warmbold's Double Win at Baltimore.

Fully 1,000 spectators assembled at the finishing point of the Patterson Wheelmen's twelve-mile road race at Baltimore, Md., on Labor Day.

William Warmbold won both the first place and time prizes from scratch in 37:33½, a fine performance, considering that the course was newly shelled in places. Forty-six men took part, and the order of finish of the prize winners, together with their handicaps, was as follows:

First and time prize, William Warmbold, scratch; second, J. H. Mosher, 30 seconds; third, Charles O. Reville, 4:30; fourth, H. B. Mosher, scratch; fifth, George Beall, 4:30; sixth, S. Langlotz, 4:00; seventh, E. Coupley, 5:30; eighth, Thomas W. Baker, 3:00; ninth, C. Kamberger, 2:30; tenth, L. Schnauffer, 3:30; eleventh, Samuel Horney, 2:30; twelfth, French Osthaus, 4:00; thirteenth, C. Turner, 3:00; fourteenth, T. Sullivan, 2:30; fifteenth, J. Kimbel, 4:00; sixteenth, John Parks, 6:00; seventeenth, J. V. Kimbel, 6:00; eighteenth, H. Deigel, 3:00; nineteenth, H. Burke, 5:00; twentieth, L. Appel, 3:00; twenty-first, L. Schneider, 2:30.

#### Ogden to Build Saucer Track.

Next year, according to present indications, Ogden, Utah, will have a saucer of its own and the residents of that town will not be compelled to go to Salt Lake City to witness bicycle racing.

Thomas W. Mattuews, of the Ogden Saucer Track Company, is the promoter of the new venture, which will have splendid facilities for giving the public good races. Being so close to Salt Lake, with the fine staff of riders at the Salt Palace track, they will, to all intents and purposes, be on the same circuit, and it is believed that there will be an alliance between the management of the two tracks, so that riders from the one may be passed onto the other, and vice versa.



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## MAN THE BEST MOTOR

**Scientific Experiments, with the Aid of a Bicycle, Abundantly Prove It.**

To test the efficiency of a man as an engine, Professor Atwater, of Wesleyan University, has been engaged recently in making some remarkable experiments, employing a stationary bicycle as a means of measuring the power developed by a muscular rider.

By the simple expedient of making the tire of the rear wheel (the cycle has no front wheel) pass between two electro magnets, which are connected with a dynamo, all of the energy transmitted to the pedals is converted into a current of electricity. This current can be measured, and thus it is ascertained exactly how much power is employed.

The rider operates his wheel inside of a great box of wood lined with metal. He is not permitted to leave the box for several days and nights, and all of his food and drink is carefully weighed. In this way the amounts of fuel and water supplied to the human engine are accurately ascertained and the total energy which they represent can be easily figured out.

As a result of the experiments, it has been found that a man is a much better engine than a locomotive, yielding nearly twice as much power for a given amount of fuel. He is superior in this respect to the best and most economical pattern of automobile. In fact, no kind of engine as yet contrived—steam, gasoline or electric—is equal to him as a producer of energy.

Professor Atwater says that the most economical engine built to-day utilizes, in the shape of work, only 15 per cent of the energy contained in the fuel supplied to it. The human power machine develops 20 per cent, without counting what is required to keep the internal mechanism of the body running. Of course, it takes considerable power to keep the heart pump going and the digestive apparatus in operation. To reckon the expenditure for these and other functions at an additional 20 per cent would not be over the mark.

Thus it is seen that the human engine runs with much less waste than any mechanical contrivance yet devised. Man stands to-day the model machine, and, with all his vaunted ingenuity, he cannot construct an apparatus that comes near to equaling his own body as a work producer. Nor, indeed, will any other kind of engine, though built of the best obtainable materials, run for anything like so long a period without wearing out, requiring in the same time so small an expenditure for repairs.

It will be understood that the stationary bicycle is employed for the purpose of finding out how much of the food consumed by the rider is used for muscular work. Professor Atwater has accurate tables of figures, which show just how much energy is contained in a pound of beefsteak, a pound of

eggs, a pound of potatoes, and so on. It is a simple matter, therefore, to calculate how much power goes into the man, so to speak, with his meals, and the power he transmits to the pedals of the wheel is registered by a dynamometer.

Nothing is omitted that can contribute to the accuracy of the test. Even the carbonic acid exhaled with the man's breath is absorbed by lumps of soda-lime contained in silver cylinders, to be afterward separated and measured. Outside the great box in which the rider operates his wheel a certain number of hours each day, sits an expert observer, who, by means of instruments connected electrically with the interior, is able to regulate the temperature and the degree of moisture of the air inside.

Professor Atwater gives a glimpse of this interesting investigation at the St. Louis Exhibition by means of photographs, but, in order to appreciate it one should see the apparatus. The box, which is lined by a network of wires, is lighted inside by electricity, so as to be a cheerful sort of prison for the occupant, who, when not engaged in riding the wheel can read. His cycle, when in operation, furnishes power to run an incandescent lamp, which is attached to the machine.

The most interesting of the professor's experiments had for its object the measuring of mind energy—that is to say, of brain work performed by the occupant of the box, who, in obedience to instructions, spent several hours a day (when off the wheel) in studying the most abstruse sort of mathematics. But it was not found that the muscular power developed under these conditions was less for twenty-four hours than was registered in an equal length of time when the mind was kept as idle as possible, not even ordinary reading or any avoidable thinking being done.

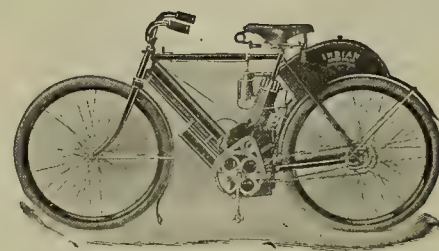
It is quite possible that, when the investigations have been carried further, some definite results in this line of observation may be obtained, but as yet it must be admitted that no satisfactory means of measuring the energy expended by the brain in the production of mind work has been discovered.

Apparently, what is known as brain work is accomplished by the expenditure of a kind of energy wholly different from any that we are now able to comprehend. To measure it is a problem approaching the metaphysical, and, however reasonable it may be to regard the human body as a mere machine, other elements, as yet but feebly comprehended by science, enter into the question when the domain of mind is under consideration.

George Brown and Edward F. Morton, two colored bicycle thieves, were recently arrested in New Haven, Conn., and taken to Hartford, where they stole two bicycles on June 4 last. Inspector Quilty, of Springfield, Mass., came after them for the same charge, but the negroes refused to go without the necessary papers. They are also wanted in Boston, Worcester, New Haven and New Britain for the same offense.

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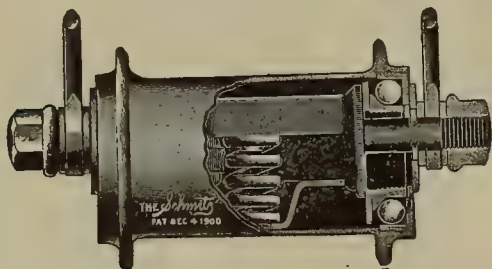
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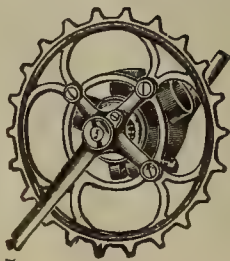
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## The Week's Patents.

768,180 Galvanic Battery. Alex. J. Jacobson, Hamburg, Germany. Filed March 19, 1903. Serial No. 148,620. (No model.)

Claim.—A galvanic battery constituted by a plurality of dry cells, thereby characterized that the dry cells are provided at one end each with an opening or entrance capable of being locked or closed by a suitable cover and that the rim or edge of such opening is furnished with a suitable insulating means, in order to admit of the filling in of the electrolyte shortly before the use of the battery and without effecting any short circuit by any overflowing electrolyte, substantially as and for the purpose set forth.

768,641. Starting Vaporizer for Explosive Engines. William W. Tuck, Richmond Hill, August Wassmann, Halletts Point, and Abbot A. Low, Horseshoe, N. Y., assignors to said Low. Filed May 6, 1903. Serial No. 155,825. (No model.)

Claim.—1. The combination with an explosive engine, of means for introducing vaporized hydrocarbon admixed with air into the combustion chamber, the same including a vaporizing chamber outside the combustion chamber and connected therewith, a muffler in said vaporizing chamber above and below its connection with the combustion chamber, a damper between the lower muffler and said connection, and a holder for the hydrocarbon mounted on the upper end of the vaporizing chamber.

768,684. Pneumatic Tire. John Parmley, Paterson, N. J. Filed Feb. 10, 1904. Serial No. 193,030. (No model.)

Claim.—1. A pneumatic tire, comprising an outer tube having a longitudinally extending internal perforated segmental tread section, and an inner tube having a downwardly extending rib directly above said tread section, said tubes being spaced apart to form between the inner and outer tubes two communicating air chambers, a supply valve common to both tubes, channels connecting said valve and tubes and means whereby the latter may be independently inflated, substantially as set forth.

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PERFECT MIDGET OILER 25c.

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# The Bicycling World

## AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, September 17, 1904.

No. 25

### FISK IN THE WEST

#### Reaches Out in a Manner That Will Enlarge Its Influence and Sales.

Excellent evidence of Fisk prosperity developed this week, when it came out that to relieve the pressure at Chicopee Falls the Fisk Rubber Co. had decided to establish a Western depot and sales department in Chicago. This department will handle all business west of Buffalo, and will be under the management of Frank C. Riggs, formerly of Syracuse, N. Y., and latterly of Detroit, Mich. Riggs's identification with the Cinch coaster brake and practically lifetime connection with the cycle trade assures that he will be no stranger to his new duties.

The decision was an outcome of the general conference of Fisk heads and branch managers and travellers, which has occupied the week at the factory in Chicopee Falls.

The establishment of the new Western department will in no wise affect the Chicago branch of the company; this will continue as heretofore in charge of Ben Pratt.

#### Why Jobbers are Cheerful.

"Despite a too general opinion, I have found that the jobbers whom I have visited are feeling cheerful and in no wise depressed," said Charles F. U. Kelly, sales manager of the Continental Rubber Works, who is in New York this week. "While it may be true that their business this season shows a shrinkage, they all appear to realize that the business they now obtain is all good business that can be counted on and that will be paid for. They know that the last remnant of boomishness is gone forever, and are therefore able to purchase and sell without dealing in futures or speculation of any sort."

#### Williams Becomes Harrison-Williams.

The Williams Rubber Co., Los Angeles, Cal., has been succeeded by the Harrison-Williams Rubber Co., with a paid up capital of \$25,000. The new officers are: President, H. A. Harrison; vice-president, T. J. Williams; secretary-treasurer, W. G. Williams.

This is claimed to be the largest establishment of its kind in this country, the business being restricted almost wholly to tires. The

company handles the Goodrich, Diamond, Dunlop, Fisk and G. & J. tires in Southern California and Arizona, and carries a stock valued at about \$40,000 at all times.

The Harrison-Williams Co. also claims to be the only concern in this country having molds for every make and size of tire on the market, in addition to heaters, boilers, presses, etc., and at present is the only complete tire repair shop in Southern California, their building having been built especially for their work.

#### Will Again Bid for Trade Favor.

Justin A. Ware, administrator of the estate of Edmund Converse, late proprietor of the Worcester Ferrule & Mfg. Co., has sold the business and goodwill of the Worcester & Ferrule Mfg. Co. to a new corporation, to be known as the Worcester Pressed Steel Company.

This new corporation comprises well known, successful and reliable business men of Worcester, Mass. One of the heaviest stockholders and president of the board of directors is Milton P. Higgins, president of the Norton Emery Wheel Co., of the Plunger Elevator Co. and of the Norton Grinding Co. George I. Alden, Worcester, treasurer of the same companies and who was interested with Mr. Higgins in their successful organization, is another of the directors from Worcester.

The general manager of the corporation is to be John W. Higgins, who has been superintendent and secretary of the Plunger Elevator Co., Worcester, since its organization, in 1896. Mr. Higgins is a graduate of the Worcester Polytechnic Institute.

All the skillful mechanics and excellent equipment of the old company will be retained and added to by the new management, plans for a new mill which will employ several hundred hands having been already completed. The company designs to make an aggressive bid for all bicycle work that comes within its sphere.

#### Tiger Changes Its Lair.

The Tiger Cycle Works, New York, of which the enterprising H. A. Gliesman is proprietor, has separated its sales and repair departments and removed the former to No. 563 Seventh avenue and the latter to No. 434 on the same avenue; the changes will add considerably to Gliesman's elbow room.

### STRETCH OF RUBBER

#### Price Attains Record Figure and Will Affect Tires—The Causes of It.

The situation in the rubber industry and the unprecedented prices of that material in its raw state is one that is likely to affect the prices and quality of bicycle tires. The highest price ever paid for rubber, \$1.23 a pound, has now been reached, but with the prospects of a hard winter it is thought by some that there is a possibility of it reaching \$1.50 a pound before spring.

Not only are prices higher on crude rubber than they have been in nearly twenty years, but other and entirely new conditions have developed of late. Most of those who are well informed attribute the unusual conditions to one thing—the evolution of the business.

Last October, when the season was in full sway, the price of fine Para was approximately 90 cents a pound. From that time until February the price gradually increased, until in round numbers it reached \$1.12 a pound. This was followed by a slump to about \$1; it remained near that figure until two months ago, when it again advanced. Last week it reached the high-water mark of \$1.23 a pound for Para up-river, fine, new. That price caused a sensation in the trade, and was hailed by the laity as an indication that some important move was on foot among leading interests to bring about unnatural prices and to a certain extent "corner" the market.

In the trade, and especially among the interests who are generally credited with knowing the inside facts, no credence is given to this theory. It is pointed out that it has been many years since anything in that line has been attempted, and all such efforts have ended in signal failures. As one prominent importer said: "Whenever there is an opportunity to take advantage of any feature of the market the big interests can always be counted on to be in evidence and also be prominent factors; but it does not necessarily follow that they are attempting a 'corner.' On the contrary, it is generally conceded that it is impossible to corner the



rubber market, as it would require enormous capital. Further, this is not the time of year to attempt any such movement.

There are those, however, who hesitate to believe that because "corners" in the past have been unsuccessful, speculative interests are being deterred from making further attempts. From this element have emanated rumors that a "deal" is on and that speculative buying has been going on on a large scale for the past two months. One of the head members of one of the largest concerns which is supposed to be a party to the alleged deal offered the following explanation yesterday: "There is absolutely no corner in the market and no attempt at one. Certain interests may have been buying because they anticipated high prices, but that is as far as it has gone."

"What is responsible for the present conditions as far as I can determine is this: Large manufacturers, such as the United States Rubber Co., have changed their methods of buying. In former years they made prices for the wholesale trade on articles at the beginning of the season. Figuring the basis price on what they considered would return them a profit on the average price of the crude article for the year, they contracted to sell goods to be manufactured of rubber which they had to take a chance on buying in the open market. This policy I do not believe proved to be as profitable as could be desired, and this season these manufacturers bought sufficiently, or nearly so, to meet their estimated wants for the ensuing season. In this way a large quantity of rubber was retired from the market earlier than usual, and the smaller dealers immediately jumped in and bought, believing that they were saving themselves from being victims of a corner and consequent high prices."

This statement was indorsed by other large dealers, but the general explanation offered is that the supply is not increasing to any extent, while the demand is increasing enormously. It is pointed out that within a comparatively short time innumerable general rubber goods articles have been introduced, while the tire industry for automobiles and vehicles of all kinds has opened a new field and is playing a very important part in the consumption of rubber.

#### Rubber Belt for Motorcycles.

The Continental Caoutchouc & Gutta Percha Co., the biggest rubber concern in Europe, has brought out an india rubber belt for motorcycles. It is of wedge shape, and the rubber is, of course, strengthened with fabric, which, in layers, is moulded into the belt. The advantages claimed for this novel substitute for leather are as follows: It is not affected by the weather; is non-stretchable owing to special construction; has an even grip, transmitting power without noise or jerk; does not require to be fitted so taut as leather belting, thus obviating all strain on the engine bearings and enabling the motor to attain higher speed with the same power.

## VALUE OF PUNCTUALITY

### How Its Force and Influence is Felt in all Branches of Business.

Given equal capital, equal location and equal ability, the punctual man is the one who will succeed where his easy going, careless competitor will fail, says a contemporary. Punctuality may be considered only a negative virtue, nevertheless its lack leads to many a disappointment and many a loss, and, what is of more far reaching importance, to distrust and lack of confidence, which is fatal to all future business.

No matter what the weather or the feelings of the business man may be, his store should be open at the established time, as regularly as the ebb and flow of the tides. Then nobody in a hurry will have to go away disappointed at locked doors. No matter how trivial the business engagement may appear, be on the spot at the appointed time. A customer satisfied over a small purchase to-day, or over any little business engagement met and carried out as agreed, may eventually mean a trade of hundreds or thousands of dollars. Be punctual in waiting on customers or in answering inquiries. Never keep a customer waiting, even if you are the only one he can trade with in your town.

Punctuality in collecting accounts is another important secret of success in business—as important as punctuality in making sales. Laxness in making collections is sure to breed laxness in paying on the part of your customers; which, as you will admit, is a bad habit. But if you are not on the spot at the time appointed for payment, how can you expect your debtor to retain his respect for you as a business man? Business is business, and while the "pound of flesh" rule is not at all necessary in modern business, a close, practical, up to date, systematic method of making collections is absolutely necessary, and promptness is one of its prime factors.

Then, punctuality in the payment of your own bills is just as essential as punctuality in making collections. It is absolutely necessary in establishing and maintaining your own credit. It is much more important than large capital, and will stand you in better stead. The man with moderate capital who not only pays his debts, but pays them promptly, stands to win out in the race for business success far better than the man with practically unlimited capital who is careless in meeting his obligations. This is true for a double reason: It gives him a better rating and credit, and it also tends to fix in him habits of punctuality and business forethought and acumen which are bound to make him a better and bigger man in a business way.

#### To Lengthen Life of Batteries.

One of the causes which has to do with the life of a battery and which receives very little attention is the length of time the make

and break mechanism is in contact, says a maker of dry batteries. This ranges all the way from an almost instantaneous contact to one which lasts one-third of a revolution of engine shaft; and as the consumption of current increases as the square of the time the "circuit" is closed, it is obvious that the shorter the time of contact the better for the life of the battery. This, however, can be carried to an extreme, and the contact may be too short to allow the current time to flow and produce a good spark. From experiments along this line, it has been demonstrated that the time of contact should be about one twenty-fourth of a revolution of crank shaft for slow speed engines, and about one-twelfth for high speed engines. This, if the contact points are clean, will give a good "fat" spark and use a minimum of current.

#### When Motorcycles are not Motorcycles.

That old familiar question, When is a motorcycle not a motorcycle? has been finally answered by the Bangor (England) court in the case of a motorcyclist who had been summoned for riding a motorcycle without carrying his license. A policeman stopped the rider for not having the number plates properly fixed, and then found that he had no license.

The defendant submitted that there was no case, as, owing to having no gasoline, he was pedalling the machine at the time. Hence he was not driving a motorcycle within the meaning of the act. After consulting the act, the bench upheld the contention and dismissed the case.

The decision establishes a precedent of far reaching importance, and is of vital interest and influence even in this country.

#### Motor Puffs from Pope.

"Motor Puffs" is the title of the most recent booklet issued by the Pope Mfg. Co., Hartford. It is devoted to the interests of the Columbia, Cleveland and Tribune motor bicycles, the advantages of which are attractively presented. In the "Puff" which remarks that all of the machines are tested and adjusted to climb 26 per cent grades attention is called to that delusion that affects so many persons—the exaggeration of grades. As the booklet states, a grade of 20 per cent means a rise of 20 feet in every 100 feet, or 1 foot in 5—a grade which modern road makers consider the limit of the practical hill.

#### A Tradesman of the Right Sort.

Theron R. Palmer, the general manager of the Continental Rubber Works, Erie, Pa., is one of the big tradesmen who practises what he preaches and uses what he produces. He uses his bicycle daily in going to and from his office and has so used it for years. During all of last winter, even when the snow was on the ground, he was a familiar figure astride his bicycle.

Madison, Me.—Sawyer & Miller sold out to James M. Felker.



## AMERICANS WINS

**Capture Three of the Four World's Championships at London—Prove Superior in Both Head and Leg Work.**

London, Sept. 10.—Iver Lawson, of America, to-day won the title of champion of the world. To earn it he had to defeat Marcus L. Hurley, also of America. Previously each man had won the championship of his class, professional and amateur respectively. This event was run on this, the concluding day of the world's championship meeting at Crystal Palace. It was a meet marked by magnificent loafing tactics, witnessed by fifteen thousand spectators. As on the first



IVER LAWSON.

day (September 3), Robert Walthour, of Atlanta, Ga., had annexed the professional long distance championship; to-day's work placed three of the four championships to the credit of America, a record never before equalled in the twelve years that the championships have been held.

Lawson won his heat in the semi-final of the two-kilometer (1.243 miles) professional championship, defeating Otto Meyer, of Germany, and Bixio, of Italy, in 5 minutes 58 2-5 seconds. In the final he was first by a margin of fifteen yards, with Ellegaard, of Denmark, second, and Henry Mayer, of Germany, third. Time, 6:03 4-5. Ellegaard was the holder of the championship.

In the final for the two-kilometer amateur championship Marcus Hurley, the American amateur champion, was first; "Al" Reed, of

London, the title holder, was second, and J. S. Benyon, an Englishman, third. Time, 7:07 2-5.

The American took the lead at the start, but soon surrendered it to Reed. Three hundred yards from home Hurley spurred and



ROBERT WALTHOUR.

Reed responded and kept in front all down the straight. But the final effort landed the American an inch or two ahead on the winning line. Hurley was loudly cheered as he made a tour of the track, the band playing "Yankee Doodle."

In the race for the world's championship between the winners of the professional and amateur championships Lawson beat Hurley. Lawson's time was 11m. 53s., and Hurley's 11m. 72-5s. The slowness of the race was due to the loafing tactics of the riders until they were within 300 yards of the finish. The distance was cut to two-thirds of a mile.

Lawson is the first American to hold the actual championship of the world, as Banker, in 1898, and Taylor, in 1899, refused to start in a match with the amateur champion.

In the 100-kilometer world's amateur championship motor paced race L. Meredith, of England, won in 1h. 35m. 30 4-5s. This time breaks the best previous amateur record, made in Berlin in 1902. W. J. Pett and G. A. Olley, both Englishmen, were second and third respectively.

This was the only championship not won by an American.

Details of the 100-kilometer professional championship, which Walthour won, and of the heats of the two-kilometer amateur championship, in which Hurley ultimately triumphed, prove that "head work," i. e., wait-

ing and watching, had much to do with the result of each heat of the short distance event. Loafing tactics were so general that the time of the fastest heat was 3:14 1-5. Oscar Goerke, who accompanied Hurley across the pond, finished second in his heat.

These heats and Walthour's race were run on the Crystal Palace track, London, on September 3. The weather was damp and threatening, until about the time the racing commenced, when the sun broke through the clouds. The attendance was seven thousand. The meeting—the twelfth—was held under the auspices of the International Cyclists' Union, and was truly international in complexion, America, Great Britain, France, Germany, Belgium, Denmark, Switzerland, Italy and Australia being represented.

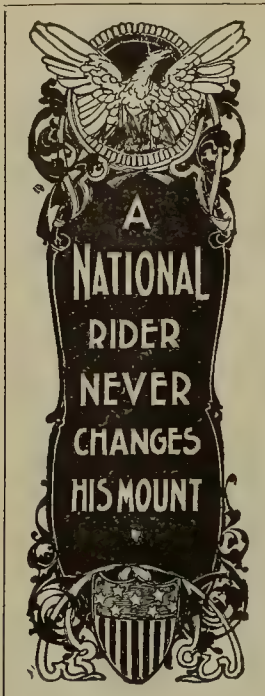


MARCUS L. HURLEY.

The programme was too long, the professional racing being finished in the dark, and several heats in the repechage of the two-kilometer amateur championship had to be postponed. The "repechage" consists of a second series of heats for the losers of the first round. The race is re-run, and the ultimate winner is allowed to enter the semi-final round of the competition proper. It is almost an equivalent of the "fastest loser" method. Whether or not it is contrary to accepted ideas that a man who has once been beaten should have a second chance of winning a championship, the fact remains that the International Union thinks it fair that all elements of luck should be eliminated from the contest, and that a really good man who may have been beaten in the

(Continued on page 716.)





At Newark, O., July 23, before 5000 people  
National Riders won, 3-1sts, 2-2nds and 1-3rd.

At Toledo, O., July 31, National Riders  
won every prize in every race they entered.

NATIONAL RIDERS ARE ALWAYS WINNERS.

NATIONAL BICYCLES  
are made in  
BAY CITY, MICH., U. S. A.

BY

NATIONAL CYCLE MFG. CO.,

# DEALERS ASK WHY FISK TIRES DO NOT PUNCTURE AS EASILY AS OTHERS.



BECAUSE

They are made of new rubber and special made fabric, which gives resilience and strength.

Quality is never questioned.

One only, THE BEST.

If you want satisfied customers, buy FISK Line of Bicycle, Motor Bicycle, Carriage and Motor, Single or Double Tube.

## BRANCHES AND REPAIR DEPOTS:

BOSTON,  
SPRINGFIELD,  
NEW YORK,  
SYRACUSE,

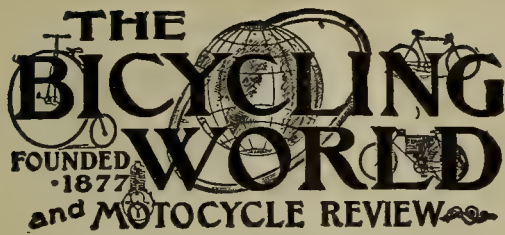
BUFFALO,  
DETROIT,  
CHICAGO,  
SAN FRANCISCO.

PHILADELPHIA,  
WASHINGTON,  
TORONTO,  
ST. LOUIS,  
LONDON.

OMAHA,  
MINNEAPOLIS,  
DENVER,  
LOS ANGELES.

FISK RUBBER COMPANY,  
Chicopee Falls, Mass.





In which is Incorporated  
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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 17, 1904.

### America's Triumph.

In the history of sports, it is doubtful if ever such a remarkable spectacle was presented or such remarkable results achieved as marked the competition for the world's cycling championships in London last week.

It is not merely that three different Americans won three of the four championships that were decided, placing to the honor of this country, respectively, the long distance professional championship, the short distance professional championship and the short distance amateur championship, rather was it the "grand climax"—the meeting of the amateur and professional champions to settle the cycling supremacy of the universe that formed the spectacle that should cause the American heart to swell with pride and American voices to be raised in triumphant acclaim.

The men who engaged in this truly battle royal both were Americans, and they fought the battle not at home, but on foreign soil—not in the presence of their cheering and ad-

miring countrymen, but before the eyes of strangers—of the men of ten other countries whom, in his class, each of the Americans had vanquished.

In other years we have had one man who was able to show his heels to the world, but never before have we had three of them, each peerless in their respective classes—and at least one of them not the hall marked champion of America—and demonstrating the fact on foreign soil.

Hurley, Lawson and Walthour certainly have written their names in a blaze of glory, and it is not probable that even the nations whom they vanquished will withhold the praise and plaudits to which their impressive achievements so richly entitle them.

The only regret that arises is that the unparalleled Kramer, for two years American amateur champion and for four years the professional title holder, was not there to prove his claim to the laurel wreath. The only bitterness that arises comes of knowledge that public interest in cycling sport does not now attain that height that will accord to the three champions that full measure of recognition and that royal welcome home that is their due. But a few short years ago achievements such as theirs would have aroused the whole nation to a fine frenzy. We must, then, have had music and flags and bunting, skyrocketes and red fire, banquets and bouquets. We would have welcomed the conquering heroes as they should be welcomed. But alas! as they now will not be welcomed. Of such is the fickleness of mankind!

### Work for Dealers in Dull Months.

By this time the selling season is practically over, and many dealers profess to begin to find time hanging heavy on their hands. If they will but look about them, however, they will find plenty to do—things that are worth while, too.

The two finest riding months of the year are at hand. The glare, the heat and the dust of summer are gone, and riders now have clear, cool, pleasant days, with the roads at their best and all outdoors wearing its most inviting dress. It is a period of the year when cycling appeals as it does at no other time, and when the enjoyment to be derived from it is at its height.

At this time the dealer can do much to quicken cycling life and preserve both the sport and pastime in its pristine vigor. There is a lull in the competitions which sprang up all over the country this season, and marked the present as the revival season.

Promoters appear to think that the time has come for them to rest on their oars, their work well done. But it should be just the other way. When the sport was in its hey-day the fall was the season for competitions of all kinds—road and track races particularly. Club competitions were especially in favor, for they offered the means of settling old scores, or deciding disputed points regarding speed abilities; and they were taken advantage of to the full.

A little well directed effort on the part of dealers should have tangible results in the way of reviving these contests. The large number which have taken place this year have left many pleasant memories behind them, and there undoubtedly exists a desire for more of them; directed into the proper channels, it should be productive of similar ones between now and snowfall.

There is also a field for the dealer's exertions in the direction of pleasure riding. Example counts for much, and the sight of one party of cyclists out for a Saturday or Sunday run arouses in the breasts of others a desire to make similar excursions. The dealer can do much to foster this desire and to place it in the power of riders to gratify it. He should exert himself actively, ride himself, see that his employes as well as his friends do so. He will be surprised to find how easy it is to persuade people to ride once a start is made. They only need a leader, as the desire to cycle is, at the worst, dormant, not dead.

If dealers would bestir themselves in this manner they would not find time hanging heavy on their hands.

### Time for Collections.

Between the desire to dispose of goods and the necessity for receiving a settlement for them, the average cycle manufacturer is usually hard put to during the retail selling season to strike a balance. If he looks sharply after collections there is certain to be a falling off in sales, for the dealer's capital is nearly always small, and if he has to make prompt settlement he cannot give liberal terms to his customers. On the other hand, if the maker concerns himself principally with the sale of goods he finds that settlements for them are belated and unsatisfactory. He thus has his choice of the two horns of the dilemma, and sometimes takes one, sometimes the other; this depending to a considerable extent on whether he is long or short of machines.

But with the arrival of fall he is obliged to alter his course and set himself the task



of getting his collections in shape. The dealer's day of reckoning has come 'round, and if he has not already "paid up" he must do so or look out for trouble. No experienced and honest dealer, however, is ever caught unprepared. If he has any large unpaid accounts he has undoubtedly given their liquidation serious consideration. He knows where the money is; either, an unlikely supposition, the machines are still in stock, or they have been sold; in the latter case they have been paid for, (1) in cash, or, (2) in cash and time notes, or, (3) in cash and old machine in trade. If the cash, or any considerable proportion of it, has been received by the dealer, it has obviously been diverted to some other purpose—store or living expenses or the payment of other accounts. In any event, as stated, the dealer knows, in a general way, what disposition has been made of it, as well as what resources are available for meeting the unpaid obligation.

Sometimes makers will, after being unduly lenient, not to say unpardonably negligent, make demand for the immediate payment in a lump sum of the overdue indebtedness. By so doing they severely strain the relations between themselves and their customers. They demand impossibilities and then threaten extreme proceedings when the impossibilities are not performed. They forget that it was through their carelessness and unmasked and undesired liberality that the account got in such a tangled shape; and instead of using moderation and meeting the perplexed dealer half way, they proceed to put on the screws and essay the task of drawing blood out of a stone.

Any honest dealer who gets into a strait of this kind recognizes his own improvidence and lack of foresight. He is willing to do anything in his power to straighten things out. But a curt demand for a cash settlement he cannot promptly comply with, and he sees in it the presage of trouble which he can neither avoid nor remove.

The best plan, as far as the maker is concerned, is to watch all accounts closely and never let any of them become unduly large. But if, for any cause, an account becomes perilously big, steps should be taken looking to its reduction by degrees. If a lump sum cannot be obtained, a payment on account should be insisted on, to be followed by similar payments at regular stated intervals. In this way the account can be either wiped out entirely or reduced to a reasonable amount. And in the meantime the dealer is retained as a customer and made a better one than ever by fair treatment, instead of

being transformed into an unfriendly or even hostile critic.

### Clearing Out Old Stock.

The time for closing out slow selling lines of machines, and of reducing stock, is in the summer. Then the selling season is still on, and the market is in a condition to absorb a certain amount of goods without being overstocked. At the most, the cleaning out policy should only be extended to the very early fall; after September the difficulty in disposing of machines of any kind is greatly increased.

Try as he will to keep it down, the average dealer finds that stock will accumulate. When the selling season is on the dealer feels that he cannot afford to take the risk of losing sales through not having machines in stock. Consequently, he keeps a full line, which means at least one—and probably two or three—machines of each model; thus the total is likely to run anywhere from a dozen to a score of machines, depending on the number of lines handled. As the season begins to fall off the desirability of lessening the number is felt, and sometimes this is done; but there is the same fear of losing a sale through not being able to make prompt delivery of a certain model, and this operates to neutralize the aforementioned desire.

All dealers recognize the importance of reconciling these two desires. None succeed in doing so to their own satisfaction, however. The best any of them do is to show an improvement over the previous year—to enter upon the tag end of the season with a smaller stock than they had at the corresponding period last season. Some of them look upon this as a noteworthy achievement; and perhaps it is, the difficulties being considered. But all fall short of the end they seek, and carry over machines that are shopworn as well as out of date when the next season rolls around.

### Concerning the Chainless.

The occasional complaint that the chainless bicycle grinds or does not run smoothly is invariably due to improper adjustment of the driving parts. To adjust the gears of the chainless care and patience are required, and this fact is often neglected by dealers and repairers, particularly those who do not handle machines of this type or who even permit their prejudice to enter into the matter.

Often the argument is put forth that the chainless is complicated and requires a great

amount of time and care to assemble. Any competent repair man knows that the great majority of chainless machines on the market to-day are of very simple mechanism, once they are understood, and can easily be taken apart and reassembled. In some machines the rear wheel, cranks and other parts can even be removed and replaced without in any way disturbing an adjustment.

While it is true that a much longer time is necessary to assemble a chainless machine than one of the chain type, it is also true that once a chainless is in perfect order it needs attention so rarely that this argument has no weight.

It is indeed a pity that even in this late day the chainless models are sometimes abused or condemned.

The perfect mechanism, their cleanliness and neat appearance, their high mechanical efficiency, the uniformly smooth running qualities which are unaffected by road and weather conditions, and the ease with which they can be cleaned and kept in perfect order are advantages that are not to be gainsaid.

Those motorcyclists who promote short one hundred mile runs and dub them "endurance contests" and "reliability runs" unconsciously make light of the motor bicycle, which must rise superior to the pedal propelled machine if it is to amount to anything. Those who push pedals think little of one hundred mile jaunts; which never rise above the dignity of "century runs." Motorcyclists should find more appropriate and less high sounding titles for their runs or contests or whatever they may be.

Too much politics, too much fair;  
Too much water with too much air;  
Too much stock and too little used,  
Too much credit too much abused;  
Too little money, too slow pay,  
Too many men getting too gay;  
Too much combine, too much trust,  
Too much getting-rich-quick or bust;  
Too much fish and too little beef,  
Too much waiting for strike relief;  
Too much fighting at great expense,  
Too much war without much sense;  
Too much worry, day by day,  
Too much work for too little pay.

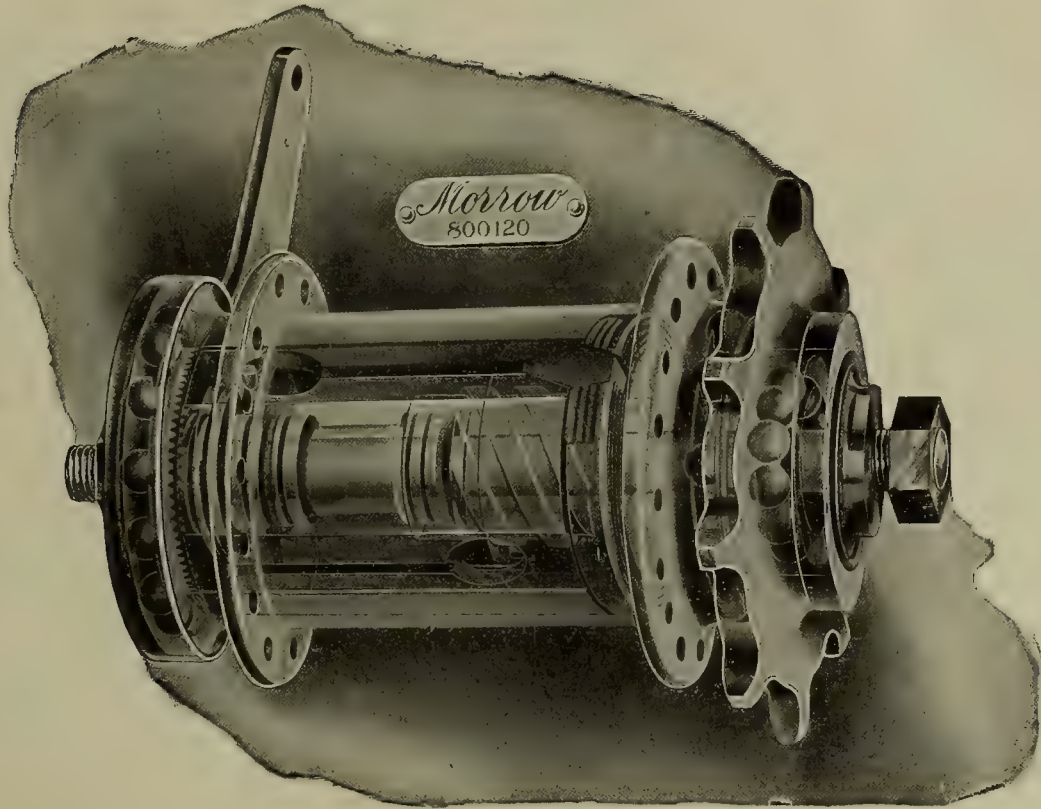
—Exchange.

Does any one doubt but that English cycles when exhibited beside the products of other nations would not come out easily first?—The English Cyclist.

The results of the world's championships—held in England—answer the question.



After all,  
there's no Coaster Brake  
quite so good  
as the  
**MORROW**



This is the almost universal  
verdict of the many who  
have tried the others, only  
to come back to the MORROW

ECLIPSE MACHINE CO., Elmira, N. Y.



## KRAMER DOES 1:49 2-5

### "Handicap Day" at Vailsburg Results in Some Stirring Sport.

Riding easily and having a trifle more than a length lead as he crossed the tape, Frank L. Kramer won the one-mile handicap at Vailsburg last Sunday, establishing a new American record for the distance and coming within two-fifths of a second of equalling McFarland's world's record. It was the annual "Handicap Day" at Vailsburg, every event on the programme being handicapped. Even the novice race was a handicap, in which the riders who had ridden in previous events and failed to qualify received the longest marks, and those who had never competed in a novice event were placed on scratch. The day also marked the debut of three recruits to the professional ranks—William R. Lee, of New York; Carl Limberg, of San Jose, Cal., and Henry E. Chappey, of Little Falls, N. J.

The one-mile professional handicap had Kramer alone on scratch, as Fenn was absent owing to sickness in his family, and McFarland did not arrive from Salt Lake City, as had been expected. There were 29 starters in all, seven of them having the limit of 180 yards. Rossini won the first lap prize and Guery the second, with Kastendieck leading when the bell rang for the last lap. Root and the two Bedells, on the 40-yard mark, were nearest to Kramer, and he overtook the trio in the first lap. All of them rode hard and took turns pacing, John Bedell riding so hard that he was forced to sit up exhausted before the bell rang. Root, Menus Bedell and Kramer caught the bunch as the last three-eighths of a mile was begun. They had to keep near the top of the bank from then on, and were more than ten lengths behind Kastendieck when the bell rang. Fogler raced away from the field at the last eighth pole, with Bardgett in pursuit. Kramer jumped away from Root and Menus Bedell on the last turn, and chased Fogler and Bardgett up the stretch. Fogler could not hold the pace he had set, and Bardgett passed him half way up the stretch. Kramer overhauled Bardgett twenty feet from the line, and won from him by a foot more than a length. When the time of 1 minute 49 2-5 seconds was announced, the five thousand spectators cheered Kramer so heartily that the champion rode slowly around the track again before dismounting. The race was timed by the two regular timers. The world's record for one mile in unpaced competition is 1 minute 49 seconds, and was made by Floyd A. McFarland on March 12, when the Californian won the Mosman Handicap at Sydney, Australia. The best previous American record had been 1 minute 52 3-5 seconds.

The five-mile professional handicap had lap prizes of \$5, and twenty-eight riders started. Kramer was again the lone scratch

man, with Root and the two Bedells at 70 yards. Kramer tried for two laps to catch the trio nearest to him, but then sat up and left the track. Chappey had received the limit mark of 360 yards, and he sprinted away from the others on the same mark and won the first two lap prizes. Kastendieck took the third and Guery led at the first mile. Schwab won the fifth lap and Guery the sixth, Bardgett taking the other two laps in the second mile. At the end of two miles the leaders were Fogler, Meade, Galvin, Jacobson, Schwab, Bardgett, Guery, Limberg, Chappey and Glasson, and the back mark bunch was made up of Root, Cadwell, Dorlon, Lee, Krebs, Schreiber, Tom Butler and the Bedell brothers, with a few stragglers between the two bunches. Bardgett took all of the lap prizes in the third mile except the third, which went to Fogler. Chappey led at the first lap of the fourth mile, and Limberg at the second. Glasson jumped out and won the next two laps, having a lead of the length of the stretch at the beginning of the last mile. Glasson kept on and won the first two lap prizes in the last mile. Lee had been doing most of the pacing for the back markers, and after he had pulled them up to the leaders, at four and a half miles, he sat up. Dorlon jumped away from the field after the last half-mile was started, and won the lap prize at the bell by a big margin. Galvin had "tacked on" when the little Columbia rider made his jump, and he was towed into second place at the end of the race, the pair being ten lengths ahead of the field. Menus Bedell sprinted away from the others on the back stretch, with Root at his heels, and Root outsprinted him in the stretch and finished third, a foot ahead of Schreiber, who passed Bedell near the tape.

Rupprecht, of the Bay View Wheelmen, was alone on scratch in the final heat of the quarter-mile amateur handicap, Duryea being the limit man, at 45 yards. Ashurst, Dove and Zanes were at 10 yards, and Ashurst was the quickest to get up speed. Zanes gained on him on the back stretch, and the pair had a great struggle in the home stretch. Ashurst had the most speed at the end and won by four feet. Rupprecht again had the sole honor of the scratch mark in the two-mile handicap, in which thirty-five started. The riders with 90 yards and less handicap bunched quickly, and the field closed at one mile, when Billington dropped out. When the bell rang Franks was leading, with Mackay, Spain and Ernst behind him, Rupprecht being lengths back at the time. Mackay took the lead on the last turn, with Ernst and Rupprecht chasing him. Mackay rode hard in the last few yards, and won from Ernst by a length, Rupprecht being the same distance back of the Rochester rider. Joseph Marnello and H. P. Duryea were tied for the lap prize, and they rode a half mile match to decide the tie. Marnello was the better general, and won by two lengths, in 1 minute 35 seconds.

Summaries:

Half-mile novice handicap—Won by H. H.

Hintze, Tiger W., New York (50 yards); Daniel Wanthouse, Woodside (30 yards), second; Oscar S. Gross, New York (scratch), third. Time, 1:03 2-5.

Quarter-mile handicap (amateur)—Won by Alfred Ashurst, Bay View W., Newark (15 yards); James Zanes, Newark (10 yards), second; M. T. Dove, New York (10 yards), third; Anthony Charles, East Orange (30 yards), fourth. Time, 0:29 2-5.

Two-mile handicap, amateur—Won by David Mackay, Bay View W., Newark (60 yards); Fred Ernst, Rochester (30 yards), second; Edward Rupprecht, Bay View W., Newark (scratch), third; A. C. Spain, Bloomfield (180 yards), fourth. Time, 4:14 3-5. Lap prize winner, Joseph Marnello, Newark.

One-mile handicap, professional—Won by Frank L. Kramer, Pierce team (scratch); Walter Bardgett, Buffalo (100 yards), second; Menus Bedell, Reading Standard (40 yards), third; E. F. Root, Columbia team (40 yards), fourth. Time, 1:49 2-5. Lap prize winners—Rossini, 1; Guery, 1; Kantendieck, 1.

Five-mile handicap, professional—Won by Oliver Dorlon, Columbia team (140 yards); J. Frank Galvin, Tribune team (360 yards), second; E. F. Root, Columbia team (70 yards), third; G. C. Schreiber, Tribune team (210 yards), fourth. Time, 10:31. Lap prize winners—Bardgett, 5; Glasson, 4; Chappey, 3; Guery, 2; Kastendieck, 1; Schwab, 1; Fogler, 1; Limberg, 1; Dorlon, 1.

### Where Motorcyclists Should Rejoice.

Maryland is now rigidly enforcing its automobile law, which requires even non-residents to pay the "admission fee" and display a Maryland license tag. A large number of automobile tourists and automobilists resident in adjoining States have been held up and arrested and fined for failing to comply with the law, which is, in fact, being enforced with such vigor that considerable outcry has resulted. The situation is interesting to the motorcyclists, not only of Maryland, but of other States, as showing the value of effort and organization. It was due to the Federation of American Motorcyclists that motorcycles were specially exempted from the provisions of the law.

### Beats Auto Record a Day.

C. W. Ridsen, of Los Angeles, Cal., has placed the motor bicycle record between that city and San Francisco, via the coast route, at three days—one full day less than the best performance by an automobile; the distance is 471.1 miles. Ridsen stopped the first night at Los Olivos, 154 miles, and the second night at King City, 165 miles. From that point to Frisco is 170 miles.

### Walthour Defeats Dickentmann.

According to a cablegram received from Berlin on September 11, Robert Walthour won the international race of 100 kilometers (62 miles 528 feet) in 1:23:18. Dickentmann, of Holland; Hall, of England, and Robl, of Germany, finished in the order named. Walthour won easily and without having to change his motor pace.



## THE WHEEL ABOUT THE HUB

25th Observance of Historic Function Brings  
Out Rare Gathering of Veterans.

Oh, fetch the faithful bike  
And come upon the pike  
With the Cycle Club of Boston  
On its Wheel About the Hub!  
With "Papa" at the fore,  
And members twice a score,  
We will dash around the suburbs,  
And live high on "Hendrie's" grub!

We will play our game of ball,  
At the tavern we will call,  
Be merry as a mermaid  
On the shores of Massapoag!  
And if you'll join the jog  
You can swim in Ponkapog—  
And we'll "hike" you to Cohasset,  
Where the lobster is in vogue! —R. E. D.

Boston, Friday, Sept. 9. — Although the skies did not have a very promising look on Friday morning, preparations for the start of the "Wheel About the Hub" were made notwithstanding, and at the appointed time the clans began to gather at "Cushing's," the Walnut avenue rendezvous of the Boston Bicycle Club, where "Billy" Everett stands and sees that all is in readiness. For who cares a fig for the possible showers when the twenty-fifth anniversary observance is under consideration? And did such things bother the sturdy cyclist in '79? Not at all; the club is still true to its honored traditions, and the strenuous aggregation on this Friday morning is even larger than usual.

Here are the New Yorkers, a dozen strong, and although parties led by M. M. Belding, jr., and Geo. B. Woodward, the first president of the club, are comfortably ensconced in automobiles, a number of them are still loyal to the bicycle. At 11:05 "Papa" Weston declares it high time to be on the road, and at his signal the procession starts, forty strong, half on bicycles and the rest in four automobiles, not to mention one "choo-choo" bicycle and the "ambulance" automobile, which carries our luggage and special photographer. As the cavalcade moves slowly up the Walnut avenue hill no less than three large cameras are trained on us. Who shall say that the automobile is an enemy of the cyclist? For here behold these five great cars rolling majestically along wheel to wheel with their smaller cousins, and, say, what could be more hobnobby?

A twenty minute ride, with a cool and invigorating breeze, takes us to Jamaica Pond, where a halt is called just to see that all are well under way, and the first drops of a shower are felt as we line up for a photograph, and then continue toward the Arboretum Gate, where we stop for a moment, remounting for a dash to the church at West Roxbury for shelter. Here Mr. Belding's automobile tires show signs of flatness, and it is decided to stop for a repairer at Dedham, our next destination. Accordingly, when we roll into that place, passing the fine public library, new this year, we stop at the square only a few moments, and at 12:45 resume our ride in the direction of Readville,

leaving the Belding party to get a repairer and follow after. An ever increasing appetite spurs us on toward the "Grove of Pleasant Memories," that fast diminishing bit of rustic scenery, where we know that one of "Hendrie's" famous dinners awaits us. And, sure enough, the rain has not dampened the ardor of the caterer's men, who have placed the table under the spreading pine boughs and loaded it with all the good things of the season, including that marvellous creation of culinary skill called deep apple pie! And in close attendance stand our two friends from Milwaukee, all capped and spigoted and fairly fizzing with enthusiasm!

Nor has Will R. Happy Days Pitman been forgotten, as we find the table of honor set for him in a commanding position, decorated with American flags and the legend, "Happy days! God bless good people!" inscribed on a placard in front. Mr. Belding having ar-



THE UMPIRES -

rived, we proceed to do justice to the viands and relieve the groaning table of its load, and even an ingenious and novel kind of swing discovered at one side of the little grove fails to magnetize us far from the scene of feasting. With Mr. Pitman duly ensconced on his throne, a picture is now taken of him, attended by two men in waiting, who hold steaming platters at either side, and surrounded by the members of the club en masse. Then the question is raised as to the advisability of carrying out the customary baseball game of the Run. It is decided to brave the discomfort of the long and swishing wet grass of the ball field, and, sides having been chosen by "Billy" Everett and "Charlie" Ryder, the stalwart crews are led to the battlefield.

"Papa" Weston and Mr. Belding are chosen co-umpires, just to give them one last chance to prove their ability to render upright decisions, and with a glorious snap and vigor the game opens and waxes so lively that the Weston-Belding combination is forced to move well out of line of the home plate, lest the precious box of cigars tightly clasped under "Papa's" arm should be rudely "bashed." The Everett aggregation proves too much for its opponents, and when the struggle is ended the general impression is

that the score was 6 to 5 in its favor, though some dissatisfaction is evidenced by the fact that the photographer is now called upon to take a doleful picture of the slaughter of the umpires—partners in crime.

We find all in readiness at the grove for a resumed "hike," and the automobiles of Messrs. E. M. Sawin, J. S. Dean, Geo. B. Woodward and M. M. Belding, jr., roll out of the grove, accompanied by the score of well fed and happy cyclists, at just 3 o'clock p. m. The warming influence of the ride is grateful as we pedal along in the damp air and dismount, after a fifteen minute spin, at the foot of the great Blue Hill. The ascent to the observatory, which usually takes place here, is abandoned on account of the weather, as is also the halt at "Riders' Rest," a little further along, and, arriving at Canton at 3:50, we halt for a time, and then set out for the Cobb Tavern, that little ivy decked white house which was a famous hostelry in the Revolutionary days, and so long enshrined in the hearts of the B. B. C. At 4:30 we mount and proceed to Massapoog Lake, the windup of the day's run. Our roads at this point, usually very sandy, are improved by the day's gentle rain, and all goes merrily as a marriage bell, with the exception that Mr. Howard, of New York, complains, as he pedals along, of an overindulgence in New England deep apple pie.

At 5 o'clock we pass the beautiful Massapoog Lake, softened by a Scotch mist, and climb the rise leading up to the Lake Hotel, an immense structure at the top of a wooded knoll which descends abruptly to the water. Here we are greeted and cheered after our damp ride of twenty-six miles by a rousing open fire, which soon causes the bedraggled clothes to steam and comfort their wearers. And then supper at 7:30, and what a happy sight is this, to see the forty comrades seated at the long table, garnished with a border of ferns and well lighted, with President J. S. Deane presiding over his flock! The post-prandial exercises, of an informal nature, were opened by Mr. Dean, who paid a tribute to his lamented predecessor, "Ned" Hodges, and then spoke of the pleasure of these runs, winding up with an amusing description of the first bicycle owned by ex-President Woodward, with its lovely hand-worked toolbag hung in the frame. "Papa" Weston reviewed the earlier days of the club and expressed a desire that its advantages and delights be diligently heralded among men, intimating that patience was necessary with the unbelievers, but apt to be victorious in the end.

He was followed by ex-President George B. Woodward in an account of the great achievement it used to be considered in the days gone by to ride three miles out of Boston to his suburban home. C. J. Obermayer, of New York, who started to Boston in his automobile and had to abandon it at Hartford on account of an accident, said in his remarks that he feared he might be termed a backslider for not joining the cycling contingent, but he was immediately forgiven by the rest, who next were entertained by



the humor of Eugene Hemenway, followed by George L. (or "Providential") Cooke. Mr. Kenneth Woodman represented the junior members of the organization, and "Billy" Everett prefaced his remarks with a statement of equal interest to cyclers and after dinner speakers, to wit, that "The longer the Spoke, the greater the Tire!"

W. R. Pitman, of New York, wound up the speaking, and as a conclusion of the function "Tom" Hall was called upon for some warbling, which request he gratified with "Just One Run" and "Philade'phia in the Morning," the remainder of the evening being spent at cards, billiards and listening to the music in the dance hall.

Saturday—We woke up to a second cloudy day, but without rain, and an early dip in the lake is indulged in by a few of the aquatic members. After breakfast the luggage is accumulated on the hotel piazza, the automobiles are brought around, and a group picture is taken with the aid of the hotel steps. Two things we learn at this point: First, that the "ambulance," or luggage van, is out of order, and, second, that J. S. Dean is obliged to leave the party to go to his summer home at Squam. We also find that the velocipede, which we discover in front of the hotel, is not for "Papa" Weston to ride. The box of cigars having been safely deposited in Belding's "Peerless," and one of the party having recovered his lost night-shirt, we bid the lake farewell and start at about 10 o'clock for Cobb's Tavern again, and have no sooner gotten under way than Mr. Swett's tire bursts with a loud report and he has to return to the hotel. Our road is good, and as we wind along through the country toward Sharon, one mile distant, we are glad to be on the way once more. At Sharon Centre we hail Mr. Belding, who has taken the wrong road, and then our route lies over a rolling but delightful road, passing the old dilapidated building which was used by Paul Revere as his first bell foundry, and then winding along through the beautiful meadows and woodland of the old Cobb estate. After a good stretch of coasting we reach the tavern, and are regaled with plums and peaches (including Miss Cobb), and then we examine with interest the quaint old bar and taproom of the inn, which are well preserved reminders of the olden days. The beams here are hand hewed, and a little desk is perched on the wall at one corner of the room, presumably for the farmer-landlord of years ago to keep tabs of his guests' accommodations. The old register, or guest book, is brought forth, and, according to custom, a complete personnel of the run is entered and we see the records of the fifteen former excursions of this kind, all ready to be passed down to history. And now, with the assistance of Miss Cobb, the party forms itself into picturesque groups before the little tavern porch and is "caught" by George R. King, our official snapshotter from "Soules."

The belated luggage van rejoins us here, and we bid adieu to the old inn at 11:20, reach-

ing Canton Square a few minutes later, and then our course lies over the Stoughton road to Ponkapog Pond, where we are to lunch. With the exception of a frightened horse at the pump on the road, all goes well, and with roads in good condition for wheeling, and beautiful rolling country to pass through, this stretch is very pleasant. The sun is trying hard to shine, and as we reach the top of a slight hill and look off across the farm land stretching away below us we see the Blue Hills dimly outlined in the haze of a gray day. Then winding along a mile or so we pass the little old red house built by John Fenno in 1704, and shortly we reach our goal, which is the shooting box of the Cedar Lodge Gun Club, on Ponkapog Pond. The wheels are abandoned, and all adjourn to the ancient oak on the pasture road to the pond, under whose massive branches a "snack" of crackers and cheese is eaten, photos are



taken, and two incautious members are made acquainted with the "touch-me-not fence." The little shooting box, squatting on the sandy shore thatched and concealed by juniper boughs, is a snug retreat, and on this Saturday morning it is reflected in the glassy surface of the water, which has subsided into a flat and restful calm, broken only by the splash of the bathers of the party who now sport in it, while the rest form an interested audience on the little beach, and Dr. Willard hies himself to a point of land and vainly endeavors to attract the wary little fish to his hook.

At 1:15 comes the word "time to go!" so, reluctantly, we wind up the path again, taking a farewell bite under the oak, and soon are mounted for the annual "scorch," which takes place over the six and two-tenths miles of sandy road to South Braintree. When about half of this distance is covered and we are all stretched out in single file there is a rush and a tear, and "Papa" Weston shoots by us with pink shirt flying in the breeze, and the result is that he is the first into South Braintree, followed soon by J. Rush Green, Charlie Marshall and C. K. Alley—and, Bravo!—the usual time of this

spurt is reduced! Here we are greeted by the sun, which shows his smiling face at 2 o'clock for the first time on the trip, and our ride next takes us over bright, cheerful roads to Weymouth, which we reach pretty well bunched, with the exception of Tom Hall, who has trouble with his knee and just manages to get into town, where he takes a train to rejoin us later.

Quarter to 3, and the cavalcade moves over sunlit and dustless roads toward Hingham, and gathers in that little village for the start for Cohasset at 3:27, the way being over a splendid road overlooking the ocean at points and finally entering the famous Jerusalem Road, with its charming scenery and attractive summer homes. A military formation of columns of fours is here adopted, and in this manner we roll into the drive of Kimball's Hotel, the end of our journey, and are greeted by the dulcet strains of a bagpipe! Here endeth the second day's riding of about twenty-six miles, and it only remains to have the strenuous group photographed on the rocks, with the ocean and Minot's Light as a background, and then to prepare for the shore dinner, which is already in process of preparation in the culinary regions of this hotel perched over the sea.

The barge "Topsy" soon brings in Tom Hall, and also W. P. Stevens and W. H. Edmands, who have joined the party for this occasion, and "Gus" Nickerson, also showing up, we are seated at two tables, with Mr. Weston in the chair, and proceed to give our attention to clams, scrod and all the "fixin's" of a shore dinner.

This is followed by "musical toasts" sung to the New Yorkers by "Providential" Cooke. Geo. B. Woodward and Mr. Tom Hall, and recitations by Mr. Stevens, the conclusion being a little practice in concert of the club cheer and the singing of "Bibamus." Cards occupy the evening, and before going to bed a "rink-tum-diddy", or sacred Welsh rabbit, is enjoyed by the party.

Sunday.—On this day we are greeted by sunny skies, and the bolder ones are shown to be Mr. Pitman, Mr. Hendrie and Mr. Alley, who take an early dip in the briny. It is decided to omit the usual visit at Dr. Kendall's, in Atlantic, so at about 10 o'clock the party separates, some going home, while others ride out into the country, one party, including "Papa" Weston, going to Walpole for the day.

A list of those who participated in the run follows:

F. Stark, F. W. Weston, E. S. Hemenway, A. N. Norcross, E. M. Sawin, John M. Deane, J. J. Fecitt, W. P. Stevens, W. H. Edmands, W. B. Everett, J. Hendrie, J. S. Dean (president), W. J. Smith, Thomas Hall, C. C. Ryder, J. Rush Green, H. W. Swett, Geo. L. Cooke, Allen W. Swan, Joseph Swan, Ralph E. Dorsey, Theo. Rothe, G. Nickerson, F. A. Gilman, J. E. Leech, C. K. Alley, E. F. Kelly, J. A. Kelly, Dr. J. Keltie, and W. R. Pitman, J. C. Howard, Dr. Le Roy, F. G. Lee, L. C. Marshall, C. J. Obermayer, M. M. Belding, jr.; W. H. Meserole, A. M. Skinner, George B. Woodward, Kenneth Woodward and Dr. Willard, of New York.



## SEE-SAW AT SALT LAKE

## McFarland Defeats Samuelson, but Latter Turns Tables and Gets Ovation.

Although the weather was chilly, the usual enthusiasm prevailed in the crowd at the meet in Salt Lake City on the evening of September 2. A great deal of interest was centred on the final heat of the half-mile professional, for the reason that many of Samuelson's admirers thought he had a good chance of evening up matters with McFarland, who defeated him in two straight heats of the one mile match race on August 30. The other contestants evidently thought differently, for as soon as the gun cracked there was a scramble to get on to McFarland's rear wheel. Hoffman proved the lucky one, and as a result he got second money. McFarland won with the utmost ease. Downing gave Hoffman a hard run for second, and Samuelson was a poor fourth.

## Summaries:

Quarter-mile dash, amateur.—Won by C. Redman; F. G. West, second; E. B. Heagren, third. Time, 0:30 3-5.

Half-mile open, professional.—Final heat won by Floyd McFarland; Frank Hoffman, second; Hardy Downing, third; W. E. Samuelson, fourth. Time, 0:57 3-5.

Five mile lap, amateur.—Won by F. G. West; I. Redman, second; C. Redman, third; F. Castro, fourth. Time, 10:52.

One mile consolation handicap, professional.—Won by C. L. Hollister (35 yards); W. Palmer (20 yards), second; N. C. Hopper (scratch), third. Time, 2:01.

An Australian pursuit race between Samuelson and McFarland was on the card for the evening of September 5, and drew a bigger crowd than any meet held this season.

At the crack of the pistol Samuelson struck a fast clip and gained nearly fifty yards on McFarland before the latter "got going." Then McFarland recovered the lost ground and for several laps had a slight advantage. Samuelson then took the lead and held it until the fourth mile, when the San Jose rider again assumed control. Near the end of the sixth mile the "Provo" man made a desperate effort to end matters, and after a vigorous sprint lasting about three-fourths of a mile succeeded in overhauling his rival and passed him.

Such a demonstration as that which greeted the victor has never before been seen at the saucer. The local youth was picked up, bicycle and all, and carried from the track on the shoulders of his friends, while the big crowd roared its approval of the victory.

Hopper and Hoffman rode the motor paced match race that was called off at the previous meet. Hoffman led the first mile, but Hopper made a quick spurt and overtook him. He held the lead until the end of the second mile, when Hoffman passed him, but he could not hold the pace long, and when Hopper again took the lead Hoffman lost his

pace. After that there was nothing to it, for Hopper took three laps and won the race.

Downing captured both the three-quarter-mile handicap and the two mile lap professional races, winning each by a margin less than a yard.

In the three-quarter-mile event Downing led the bunch for three laps, and then had enough steam left to stave off the rush of Palmer, who finished second. Hoffman was third.

Downing's head work was a feature in the two mile lap. By a well timed sprint he landed Hopper in second place. Palmer was third and Hoffman fourth.

Castro and West finished first in the three mile amateur tandem race, but were disqualified for alleged foul riding, and the place was given to Carl and Iver Redman. It was

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claimed that Castro and West cut down on the Redman brothers and drove them to the cement, nearly causing a fall. The disqualification did not meet with the approval of the crowd, and the decision was loudly hooted. Heagren and Weiser were third.

## Summaries:

Five mile motor paced match race between Frank Hoffman and N. C. Hopper.—Won by Hopper. Time, 7:55 2-5.

Three-quarter-mile handicap, professional.—Final heat won by Hardy Downing (30 yards); W. Palmer (45 yards), second; Frank Hoffman (30 yards), third. Time, 1:25 1-5.

One mile handicap, amateur.—Final heat won by E. B. Heagren (40 yards); E. Halliday (80 yards), second; S. H. Wilcox (60 yards), third. Time, 2:06 2-5.

Australian pursuit race between Floyd McFarland and W. E. Samuelson.—Won by Samuelson. Distance, 6 miles 6 laps. Time, 14:19.

Three mile amateur tandem lap race.—Won by C. and I. Redman; E. B. Heagren and H. Weiser, second; S. A. Ellswood and J. H. Tate, third. Time, 6:11.

Two mile lap, professional.—Won by Hardy Downing; N. C. Hopper, second; W. Palmer, third; F. Hoffman, fourth. Time, 4:05 2-5.

## FINE SPORT AT 'FRISCO

## San Jose Men Play Leading Parts and Capture Chief Events.

Close and exciting finishes marked the opening day's sport of the first annual Grand Circuit meet of the California Associated Cyclists, which includes all the clubs of California and Nevada, that was held at the Ingleside track, San Francisco, on September 9. The Australian pursuit race of ten miles was won by the Garden City Wheelmen in 25m. 29s., making the fastest time for ten miles ever ridden there in an interclub race.

## Summaries:

One mile novice.—Final heat won by Cecil Nelson (O. W.); W. Rickard (C. W.), second; C. S. Waite (C. C. C.), third. Time, 2:28.

Half-mile championship.—Won by W. de Mava (B. C. W.); W. C. Waibal (G. C. W.), second. Time, 1:11 1-5.

One-mile championship.—Won by W. C. Waibal (G. C. W.); R. Williamson (O. W.), second. Time, 2:13 1-5.

Five-mile championship.—Won by C. Long (B. C. W.); A. Carl (C. C. C.), second. Time, 12:13 2-5.

Australian pursuit race, ten miles, interclub.—Won by Garden City Wheelmen, R. Diefenbacher, Merle Grey and J. R. Berriesse; New Century Wheelmen, second, and Oakland Wheelmen, third. Time, 25:29.

Two-mile handicap.—Won by W. C. Waibal (G. C. W.); H. McWhirter (N. C. W.), second; W. de Mava (B. C. W.), third; J. Valente (C. C. C.), fourth; C. S. Waite (C. C. C.), fifth. Time, 4:56 3-5.

Three-mile motorcycle.—Won by A. Young (N. C. W.); C. McCormick (C. C. C.), second. Time, 4:36 3-5.

Five-mile motorcycle.—Won by A. Young (N. C. W.); C. McCormick (C. C. C.), second. Time, 7:22 3-5.

The Garden City Wheelmen won the fifty-mile relay race for the championship of the Pacific Coast from the Reno Wheelmen by a fraction over a quarter of a mile on the second day of the meet. Had not J. R. Berriesse, who rode the first relay for the San Jose cyclists, flashed under the wire a good half mile ahead of Peckham at the end of the first five miles the finish might have been a little closer. As it was, the race was decided in the first relay, and the result after that was never in doubt.

The Garden City men bunched their best riders in the first relays, the Reno riders employing the opposite tactics. Their total time for the distance was 2h. 15m. 35s., or just 45 seconds behind the San Jose men.

The lead obtained by the victors in the first relay was kept up by varying distances from a half to three-quarters of a mile, until the men got on the twenty-five mile relay. Then McKenzie gained over an eighth of a mile during his five laps, doing three of the miles in 2:28, 2:43 and 2:40. G. Johnson and F. Maffley decreased the length of the defeat of the Sagebrushers during the next ten



miles, and when Knox took the last relay he was only three-eighths of a mile behind Waibel. He made up some of the distance, riding one of the fastest five miles during the race.

A two-mile maiden race, for riders who never competed in a race, was also run.

#### Summaries:

Fifty-mile relay, Garden City Wheelmen vs. Reno Wheelmen, each rider five miles, Coast championship.

First relay—J. R. Berryesse (G. C. W.), 12:46; James Peckham (R. W.), 14:02.

Second relay—C. Showalter (G. C. W.), 13:09; W. Kornmeyer (R. W.), 13:35.

Third relay—P. Maggini (G. C. W.), 14:04; C. Mershon (R. W.), 14:24.

Fourth relay—M. Gray (G. C. W.), 14:06; A. Carter (R. W.), 14:58.

Fifth relay—J. Beucks (G. C. W.), 13:24; D. M. Updike (R. W.), 13:25.

Sixth relay—B. Murphy (G. C. W.), 13:44; A. McKenzie (R. W.), 13:06.

Seventh relay—C. Marty (G. C. W.), 14:54; G. Johnson (R. W.), 13:59.

Eighth relay—A. Diefenbacher (G. C. W.), 12:13; F. Maffley (R. W.), 12:40.

Ninth relay—E. B. Wastie (G. C. W.), 13:38; O. Peckham, 13:01.

Tenth relay—W. C. Waibel (G. C. W.), 12:51; C. L. Knox (R. W.), 12:25.

Total—G. C. W., 2h. 14m. 50s.; R. W., 2h. 15m. 35s.

Two-mile maiden race.—Final heat won by C. Johnson (N. C. W.); H. Standwick (Reno), second; V. Lee (Oakland W.), third. Time, 6:27.

#### Collision Leads to Court.

As the the result of a collision, two Orange (N. J.) wheelmen are engaged in legal warfare. John Noakes and Cornelius Mills are the principals involved, the former claiming damages due to the accident caused by Mills, who, Noakes alleges, knocked him down while he (Noakes) was riding a bicycle on the night of August 4 in Orange. He charges that Mills, also on a wheel, attempted to cross the street in front of him. Mills's rear wheel, according to the plaintiff, struck Noakes's front wheel, and the latter was thrown to the ground and his collar bone broken. Mills, in his defence, set up a claim to mistaken identification, alleging that Noakes was run down by another than himself.

#### Famous Scientist Fond of Cycling

Sir William Ramsay, the noted English scientist, who is visiting this country, is an enthusiastic cyclist, as came out in the course of an interview last week. In speaking of his life, Sir William said:

"I am nearly always in the laboratory when I am not in bed. I have but two recreations—the bicycle and the piano. I have no time for an automobile. The distances I travel are not long enough to make it an object to own one. But I am fond of cycling. So is my wife. That is the way I have preferred to see your beautiful Central Park and Riverside Drive—on a bicycle."

## MILWAUKEE'S SPEEDY NOVICE

### Dietz Wins Two Races at State Fair Meet —Sanger Acts as Starter.

In the bicycle races held at the Milwaukee (Wis.) State Fair, on September 9, John Dietz, the speedy Milwaukee rider who recently won both the first time and place prizes in the dealers' road race, gave a good account of himself. In addition to winning the one-mile novice, he won the two-mile handicap from the 40-yard mark, and finished second in the five-mile handicap from the 100-yard mark, being beaten by Fred Herbst, a Chicagoan, who started from scratch.

Otto Jacoby placed the one-mile open to Chicago's credit. Oscar Koeppe was second and Fred Herbst third. The time was 2:23.

Frank Zirbes, of Milwaukee, on a Mitchell, and Stamson, of Muskegon, Mich., on an Indian, shared honors in the motor bicycle contests. Zirbes won the two-mile, in 2:52, and Stamson the five-mile, in 6:50.

Walter Sanger officiated as starter. An automobile and bicycle parade was held from the centre of the city to the grounds preceding the meet, and all participants were admitted to the grounds free. The prizes offered in the races consisted chiefly of diamond trophies and watches, and were unusually attractive. Summaries:

One-mile novice—Won by John Dietz, Milwaukee; Oscar Koeppe, Chicago, second; Edward Schmidt, Chicago, third. Time, 2:37½.

One-mile open—Won by Otto Jacoby, Chicago; Oscar Koeppe, Chicago, second; Fred Herbst, Chicago, third. Time, 2:23.

Two-mile handicap—Won by John Dietz, Milwaukee (40 yards); Fred Herbst, Chicago (scratch), second; Otto Jacoby, Chicago (scratch), third. Time, 5:04½.

Five-mile handicap—Won by Fred Herbst, Chicago (scratch); John Dietz, Milwaukee (100 yards), second; Oscar Koeppe, Chicago (100 yards), third. Time, 13:02.

Two-mile motorcycle—Won by Frank Zirbes, Milwaukee (Mitchell); Paul Stamson, Muskegon, Mich. (Indian), second; A. H. Nichols (Rambler), third. Time, 2:52.

Five-mile motorcycle—Won by Stamson, Muskegon (Indian); Frank Zirbes, Milwaukee (Mitchell), second; A. H. Nichols (Rambler), third. Time, 6:50.

#### Logue's Road Race a Whopper.

One of the best and largest road races ever held in the vicinity of Baltimore, Md., resulted from the efforts of the energetic dealer W. H. Logue, jr., in that city, on Monday last, 12th inst.

Henry Appel, of the Paterson Wheelmen, with a handicap of 3½ minutes, won the event, covering the eight and one-half mile course in 24 minutes flat. Edward Schoen and C. B. Weiss, both 5½-minute men, were second and third, respectively.

William Warmbold captured the time prize

in 22 minutes from scratch, and finished fifteenth.

The course was deep in dust, and several of the contestants were utterly exhausted as they crossed the finish. Eighty-seven out of more than a hundred starters finished. The positions of the first fifty follow:

1, Henry Appel (3½ minutes); 2, Edward Schoen (5:30); 3, C. B. Weiss (5:30); 4, H. Schederer (5:30); 5, R. Edlinger (6:00); 6, Harry Jeffers (3:30); 7, Thomas Baker (3:00); 8, Thomas Klug (2:30); 9, S. Schlegel (2:30); 10, Alvin Dent (2:30); 11, J. Underwood (4:30); 12, J. J. Trewalla (5:00); 13, J. Leake (4:30); 14, M. Taylor (5:00); 15, W. Warmbold (scratch, also winner of time prize); 16, A. Sproul (3:30); 17, J. H. Mosher (scratch); 18, R. Shanklin (scratch); 19, H. B. Mosher (scratch); 20, V. Byrnes (4:00); 21, Edward Tauth (6:00); 22, T. Wingrove (5:00); 23, S. Hotney (2:00); 24, C. C. Reville (2:00); 25, J. Mangum (4:30); 26, Stewart Foote (4:30); 27, E. Harryman (5:30); 28, J. Elberth (5:30); 29, A. Kunkel (1:30); 30, William Keese (4:00); 31, S. Langlotz (3:00); 32, S. Simms (2:30); 33, C. Turner (1:30); 34, E. Coupley (2:30); 35, M. Kamburger (1:30); 36, H. Schnauffer (2:00); 37, H. Deigel (2:00); 38, J. D. Hawkins (4:30); 39, L. Appel (3:00); 40, C. F. Plitt (3:00); 41, J. V. Kimbel (4:00); 42, L. Schneider (2:30); 43, H. Collier (6:00); 44, W. H. Brown (3:00); 45, O. Brubaker (3:00); 46, J. Valenta (6:00); 47, C. A. Roycroft (4:30); 48, W. Ahfeldt (3:00); 49, M. Firdeiser (1:30); 50, J. Kaferlein (4:00).

#### Close Finishes at Denver.

Two races within the ten-mile road race given by the Denver (Col.) Cycle Club on Labor Day aroused the enthusiasm of the spectators to a high pitch.

Louis Schiffgen and Dick Woods, both two-minute men, fought it out between them throughout the race, and kept well out of reach of Lou Sanford and E. W. Smith, the scratch men, who also engaged in a battle royal. When the finish was neared, however, Schiffgen gradually left his mate, leading him over the tape by about two hundred yards. Sanford and Smith remained together till the sprint, in which Sanford won out by less than fifty feet. Sanford and Smith took the time prizes in the order named, covering the course in 27:52. Summary.

|                               | Handicap. | Time. |
|-------------------------------|-----------|-------|
|                               | M.S.      | M.S.  |
| 1—Lou Schiffgen.....          | 2:00      | 28:35 |
| 2—Dick Woods.....             | 2:00      | 28:49 |
| 3—Lou Sanford.....            | Scratch   | 27:52 |
| 4—E. W. Smith.....            | Scratch   | 27:53 |
| 5—Al Horst.....               | 3:00      | 31:06 |
| 6—C. R. Bowman.....           | 2:00      | 30:00 |
| 7—Joe Kreutz.....             | 1:00      | 29:19 |
| 8—John Cass.....              | 3:00      | 31:30 |
| 9—N. A. Wylie.....            | 3:00      | 31:30 |
| 10—Frank Pigg.....            | 4:00      | 32:31 |
| 11—W. J. Hunter.....          | 1:00      | 29:35 |
| 12—R. W. Brown (one leg)..... | 6:00      | 34:46 |
| 13—Burt Walker.....           | 4:00      | 32:00 |
| 14—Anderson.....              | 2:00      | 31:39 |
| 15—Sam Walker.....            | 2:00      | 31:39 |

An Australian pursuit race on motor bicycles between Charles Callahan and Robert French was included in the automobile races held at Electric Park, Baltimore, Md., last Monday. It resulted in Callahan catching his opponent in seven miles in 11:53 2-5.



## EVERY DEALER HAS HEARD IT

It runs something like this;

"Our Bicycle is of the highest possible grade. There is none better; there are few, if any, as good. Nothing that money can buy nor human effort evolve has been spared to make the ——— the very best bicycle."

The manufacturer—his traveler—and his advertisement, each and all, have again and again repeated the claim—the assertion, or whatever they may call it. The language may differ, but its tenor is the same.



Often such claims are empty. They are made up mainly of words, warm breath and black ink. But there's a way of telling the false and the true—a way of finding out if words are empty or if they mean what they say. There's no question about the quality of the Persons saddle—there never was—there never will be, and

## THERE'S NOT A SQUARE MAN IN THE TRADE



who does not know it. For objects of his own he may quibble or "talk in circles," but that the Persons is the very pinnacle of saddle construction they all know and know well. The very saddle almost speaks for itself.

The point is right here: When a bicycle maker or his spokesman asserts the highgradeness of his product—when he asserts that in its construction and equipment no expense or effort is spared—when these claims are made, let the dealer test their truth; let him stipulate in his contract that any model of Persons saddles be fitted without extra charge to the bicycles he orders.

If they are given him without quibble, the dealer may be sure that the claims are true. If, instead, there is a quibble or a refusal, the moral is as plain.

The Persons saddle is made without regard to cost. Quality is placed above price. The bicycle manufacturer who does likewise cannot refuse the saddle when it is specified.

**PUT IN YOUR CONTRACT,  
"Any Persons Saddle Without Extra Charge"**  
The Persons Mfg. Co., Worcester, Mass.

### When Chains Require Care.

With the approach of fall chains are apt to need a little more attention than during the summer. There is not the same amount of dust to contend with, but mud more than makes up for it. The roads do not dry so quickly, especially in secluded places and under trees, where the sun does not reach. The mud is thrown on the chain, and is carried 'round and 'round, much to its detriment, and stretches and becomes distorted from its effects. As soon as a chain becomes clogged in this way it should be taken off and cleaned and then lubricated.

The best way to clean the chain is to place it in a pan filled to the depth of an inch or two with kerosene. Let it soak for a few minutes, then take it out and work it with the hands to dislodge any caked dirt remaining in the links. Then plunge it again in the kerosene bath, after which wipe it dry with a cloth or piece of waste.

Several ways of lubricating are in vogue. The one which gives the best results is to melt some fresh, clean tallow in a pan and immerse the chain in it; then wipe the surplus tallow off with a cloth. The chain is then ready for use, and will be found to run sweetly and quietly, as well as to resist moisture and mud for a long time.

An alternative method is to use graphite in place of tallow; or, graphite and tallow may be mixed and used. Some riders prefer to oil the bearing points of their chains, believing that they thus obtain a cleaner chain, yet one which has a lubricant applied when needed.

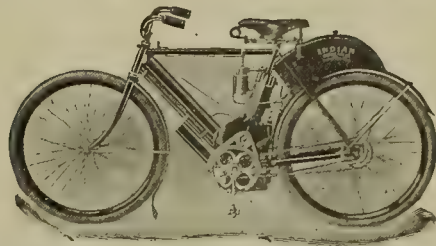
### When to "Tickle" the Carburetter.

When a motorcycle is "running in streaks," that is, alternately fast and slow, or when it gradually slackens and stops, the trouble frequently can be corrected without dismounting by "tickling" the carburetter, i. e., vigorously depressing the plunger or priming pin or holding it down for a few moments. The uneven running is usually due to a speck of dust or other foreign substance in the carburetter which affects the flow of gasoline. Depressing the priming pin results in a strong flow of the fluid which washes aside the obstruction. Blowing vigorously into the gasoline tank will often serve the same end.

### Time to Tension Saddle Tops.

Saddle leathers should not stretch appreciably; but they do occasionally, and when they once get the habit they keep it up. With the end of summer, however, the chief cause, i. e., the soaking of the leather with perspiration, is removed. It is a good plan then to draw the leather perfectly tight—through the adjusting screw provided for that purpose—when it should give no further trouble. Of course, if the leather is bad it will keep on stretching, and should be thrown away and a new cover put on the saddle.

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## AMERICANS WINS.

(Continued from page 705)

first round by an unlucky accident should have a chance of retrieving his position.

## Summary:

Sprint amateur championship—Prizes: First, gold medal; second, gold centre medal; third, silver medal. Winners of heats to ride in the semi-finals on Thursday, September 8. Losers to ride in repechage.

First heat—1, A. L. Reed (holder), London; 2, C. D. Robertson, Peterboro'; 0, S. W. Lack, Cambridge; 0, René Berger, Switzerland. Robertson led at a slow pace for a lap, when Lack took up the running till the ball rang. Reed, who had been lying second, drew away on entering the straight, and won easily by three lengths. Lack was third and Berger last. Time, 3:27 2-5.

Second heat—1, Marcus Hurley, America; 2, H. D. Buck, London; 0, A. J. Cherry, London. Cherry set a slow pace, Hurley lying last. Buck was quickest into his sprint, but the American came with an electric rush in the last fifty yards, and won by two lengths. Time, 4:01.

Third heat—1, H. C. Bouffler, London; 2, R. Janson, London; 0, J. P. Hansen, Denmark; 0, F. J. Sawyer, Norwich. The pace was made very slow by Sawyer. In the back stretch Janson got away, but Bouffler managed to get up and win by inches only. Hansen was third. Time, 3:39 4-5.

Fourth heat—1, J. S. Benyon, Liverpool; 2, G. Drescher, Germany; 0, H. Wilson, London. After the usual crawl for three laps, Benyon had an easy task to beat the veteran German by three lengths. Time, 3:53 3-5.

Fifth heat—1, Ben. Jones, Wigan; 2, C. Rode, Germany; 0, A. Gell, Bedford. An exhibition of tactics for three laps led up to the final sprint, in which Jones just beat Rode by inches, amidst great excitement. Time, 4:15 2-5.

Sixth heat—1, Dan. Flynn, Scotland; 2, Oscar Gerke, America; 0, Bert Andrews, Wales; 0, E. W. Chambers, Raunds. Flynn led the string at a slow pace, and, keeping the lead throughout, stalled off the challenge of the American, and won by a foot. Time, 4:18 2-5.

Seventh heat—1, E. Payne, Worcester; 2, J. D. Smout, Holland; 0, C. E. Coper, Leices-

ter; 0, G. Ferrari, Italy. Smout led till the last lap, when Payne, starting his sprint a good 500 yards from home, kept up the pressure, and won easily by four lengths. Ferrari was tailed off. Time, 3:14 1-5.

Eighth heat—1, A. E. Wills, London; 2, Jules Patou, Belgium; 0, H. E. Winks, Leices. After turn and turn about in slow pacing, Patou took up the running, and led into the straight. Wills left his effort almost too late, but managed to win by inches. Time, 4:35 1-5.

Ninth heat—1, W. Engelmann, Germany; 2, E. S. Montgomery, London; 0, Charley, Belgium; 0, Lionel Cottin, France. This heat was run twice. In the first race Montgomery punctured, and the other riders agreed to re-run it. In the second Montgomery led by a lap, when Cottin took first place till the bell rang. A ding-dong race ensued, Engelmann coming right round the rest and winning from Montgomery by three-quarters of a length. Charley was third. Time, 4:26.

Tenth heat—1, D. Rondelli, France; 2, W. A. Edmonds, Bristol; 0, V. Fatoe, Denmark. This was the slowest heat of the day, but in a fast and exciting heat Rondelli got the inside berth and beat Edmonds by half a wheel. Time, 5:30 1-5.

Eleventh heat—1, A. Charvier, France; 2, J. Scott, Liverpool; 0, E. V. Pratt, Birmingham; 0, F. E. Staller, Holland. Staller led at the bell, but Charvier won, after a good sprint, by a length and a half. Pratt was third. Time, 5:21.

## REPACHAGE.

All the losers in the first round compete together, and the final winners qualify to ride in the semi-finals on Thursday, September 8. Unfortunately, owing to darkness, three heats in the first round, the semi-finals and the final had to be postponed. The following were the results of the first five heats:

First heat—1, Rode; 2, Ferrari. The latter retired in the last half-lap. Time, 2:56 4-5.

Second heat—1, Patou; 2, Wilson. A good race, won by three lengths. Time, 4:40 1-5.

Third heat—1, Buck; 2, Charley. Won by two lengths. Time, 3:33.

Fourth heat—1, Scott; 2, Drescher. Won by a length. Time, 3:34 3-5.

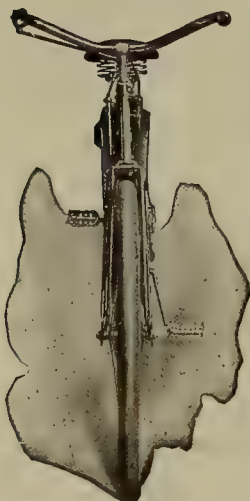
Fifth heat—1, Andrews; 2, Montgomery. Won by a length. Time, 3:34 3-5.

100-kilometers professional championship—First prize, gold medal and £80; second prize, £10; third prize, £5. Previous holder, P. Dickentmann, Holland.

|                                   |   |
|-----------------------------------|---|
| Robert Walthour, America.....     | 1 |
| Simar, France .....               | 2 |
| J. Vanderstuyft, Belgium .....    | 3 |
| Gerbi, Italy .....                | 0 |
| Axel Hansen, Denmark .....        | 0 |
| Edmond Audemars, Switzerland..... | 0 |

Motor bicycle pacing was used in this race, the weight of the pacing machines being limited to 150 pounds. Most of the competitors wore rubber head gear in case of accidents. Walthour was the first to pick up his pacer, and went away at great speed, quickly followed by Simar, with Gerbi next. The Belgian, Vanderstuyft, lost much ground owing to his pacer not appearing. From the very start the race was simply a duel between Walthour and Simar, who had the speediest pacing machines. At about eleven kilometers Walthour's pacing motor went wrong, and Simar took the lead, but with a fresh pacer the American regained the lead at about twenty kilometers. A ding-dong race ensued, but Simar got away again at thirty-five kilometers, and at one time led by two laps. Frequent changes of pacing took place, and, Simar having a bad time, Walthour again went to the front, amidst frantic cheering. From this point Simar fell behind, and, though in the closing stages he made frantic exertions to make up the lost distance, he was unable to do so, and Walthour won by several laps. At about three-quarters distance Gerbi was brought down by his tire coming off, and had to be carried off to the Norwood Cottage Hospital. Hansen gave up in the last ten minutes. The second and third did not finish, by order of the officials, owing to the darkness coming on. Fresh British records were set up from fifty-one to sixty-two miles. Walthour covered forty miles and 970 yards in the first hour, and his time for the sixty-two miles was 1 hour 33 minutes 57 3-5 seconds.

Tom Linton, the old long distance crack, is keeping a hotel at Neuilly, near Paris. He declares that he would not "risk his neck" in modern paced racing.



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share the benefit with our customers.

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interesting sort. May we submit them to you?

**Boston Cycle & Sundry Co.,**  
48 Hanover St., Boston, Mass.



**The Work of Police on Wheels.**

That bicycle policemen are a valuable adjunct to the police force of a city was strikingly illustrated in two instances in New York City recently.

For the past month there has been serious complaint about the number of bicycles which have been stolen from the Public Library and the Commercial High School, in Brooklyn. On Friday last bicycle policeman Downs saw a young man take a wheel from in front of the library. He gave chase, but his bicycle broke down and the thief escaped.

The next afternoon Downs observed the same man hanging about the entrance to the high school, and he watched the fellow for over an hour. When the man thought that he was unobserved he grabbed a wheel that was leaning against the fence and started down the street. Downs followed, and the two raced down the avenue, dodging among the trolley cars, automobiles and other conveyances. Downs was soon close behind him, and the fugitive attempted to escape by

suddenly leaping from his wheel and throwing it in the path of the policeman. The officer was on the alert for such a manoeuvre, however, and dodged the obstacle in his path. Leaping from his own wheel he chased the man for a short distance and caught him.

The culprit stated that he had stolen three wheels from that locality.

To stop a runaway horse on a crowded New York street means little less than saving lives. This was accomplished by bicycle patrolman Debes last Monday afternoon.

Debes was at Eighteenth street and Fifth avenue repairing the pedal of his machine when he was attracted by cries, and, looking up, saw the horse coming. He mounted and rode into the middle of the street, just in front of the horse. The driver had jumped to the asphalt.

At Seventeenth street the animal started for the sidewalk and the pedestrians ran into hallways and on steps. At Sixteenth street Debes reached the head of the animal, grabbed the bridle, held it for half a block and threw his left arm over the animal's neck. Then the policeman, with a good grip on the bridle, jumped on the horse's back. He grabbed the reins and steered the animal into a pole at the corner, when it was stopped.

**What One Racing Man Selected.**

In the heyday of racing, when the amateur question was a live one, the awarding of merchandise as prizes assumed the dimensions of a public scandal. Men selected such goods as suits of clothes, hats, shoes, etc. But even in the annals of that time it would be difficult to match the record of a New Zealand rider, who won a prize and was allowed to make his own selection from a local store. He sent in the following list: Three saucepans, one frying pan, one cruet, one kettle, one breadknife, one lamp and half a dozen dessert knives.

**Indianapolis Enforces Its Lamp Law.**

The police of Indianapolis, Ind., awoke on September 8 to the fact that there was a lamp law on the books. As a result four riders were taken in for riding without lights after dark. Three of the offenders were fined, but the fourth stated that his lamp was in a shop for repairs, and that the shop was closed when he wished to get it. The judge made some remarks in regard to giving him the benefit of the doubt and discharged him.



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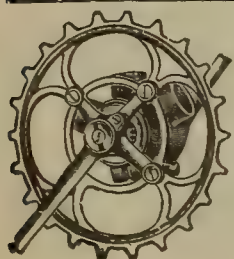
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**The Week's Patents.**

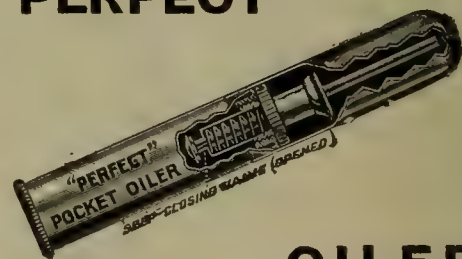
769,269. Gear for Belt Driving Motorcycles or Cars. Donald W. McLean, Methven, New Zealand. Filed July 13, 1903. Serial No. 165,304. (No model.)

Claim.—The combination for the purpose indicated of a crank shaft 2, crank 1, a support 4, a toothed pinion 5, upon said crank shaft, the bracket 8, having a slot 12, and means for securing said bracket to the support, the stud 10, adjustable in said slot, an internally toothed wheel 13, carried upon said stud and gearing with said pinion, the rim of said wheel having a groove to receive a driving belt, as specified.

769,594. Driving Mechanism for Cycles. Charles E. Doud, Spa Lane, England. Filed March 31, 1903. Serial No. 150,488. (No model.)

Claim.—1. The combination of two plates suitably united, and a connecting bar between said plates, a ring mounted for turning movement between the plates, having a face adapted to bear against said bar, a spring actuated segment, carried by the ring, to normally bear against said bar, a spring controlled tumbler bearing normally against the bar, the latter, on the backward movement of said plates, serving to cause the shifting of the working end of the tumbler outward to engage the outer side of the working portion of said segment, a crank connected with said ring, a crank shaft extending freely through said plates and provided with a second crank, means to limit the backward movement of the plates, and automatic means to return the plates to their original position.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. \*\*\*

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# The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLIX.

New York, U. S. A., Saturday, September 24, 1904.

No. 26

## DUNLOP PATENTS DEAD

**British Tire Monopoly Ended and Prices Will Drop—German Invaders Ready.**

On Friday of last week, September 16, the famous and enormously lucrative British patents on Dunlop tires expired by limitation. By a striking coincidence, the life of the British Clincher tire patents, the Dunlop's great rival, comes to an end next month, thus freeing the British trade from the incubus of high prices on mechanically fastened tires, which has weighted it for fourteen years.

The Dunlop patents referred to are those granted to Welch in 1890, covering the wired-on type of tire, which has been used by the Dunlop company since 1891, when the original "rag tire" was discarded. The Clincher patents were those issued to Bartlett only a month later than Welch obtained his grant, and covered the construction of a tire with beaded edges, which type has for nearly a decade and a half been second in popularity among British riders to the wired tire. It was the North British Rubber Co., the owner of the Bartlett patent, which waged the famous litigation against the G. & J. tire, which is almost identical in construction, and, in the middle 90's, secured a decision in its favor in the British House of Lords; this decision resulted in the absolute withdrawal of the G. & J. tire from the British market. When G. & J. were attacked in this country, however, their victory was as sweeping.

It is the general belief in British trade circles that the expiration of the Welch and Bartlett patents will result in a material drop in tire prices. As a result of its enormous capital and commanding position in the trade, the Dunlop company has always been able to maintain its prices at an artificial level. During the successive and heavy reductions in the prices of cycles, which in half a dozen years brought British lists down from \$100 to \$50, tire prices remained almost stationary. The cuts made were in shillings instead of in pounds, and to-day the wholesale figures for first grade Dunlop tires are in excess of \$12 per pair. A big cut in these

figures is, as stated, looked for in 1905, now that any tire or rubber company is free to manufacture tires of either the wired or beaded edge type. Such a reduction is expected to make feasible the marketing of standard 8 guinea (\$40) models in place of the 10 guinea (\$50) ones that have ruled for a number of years.

In addition to the Dunlop company's British rivals, foreign competitors are preparing to invade Great Britain. One big German company has already announced that it will, "on the expiration of certain patents," place on sale wired-on and beaded-edge tires, presumably at a reduced price. Heretofore competition of this sort has been excluded by the Dunlop company.

It is also interesting to note that the North British Rubber Co. will add a wired-on tire to its line.

In this country, however, the Dunlop patent has still three years of life left in it.

## Record Year for Racycles.

Never has there been a more eloquent or convincing illustration of the effects of aggressively preaching quality and keeping everlastingly at it than the Miami Cycle and Mfg. Co. Each year since its beginning, in 1896, the sales of Racycles have shown an increase, and, although this season has been, generally speaking, an indifferent one, the Racycle has maintained its record. The sales of its higher priced model, which lists at \$60, touched high water mark, the increase falling just short of 1,000 machines.

## Changes in Consolidated.

The Consolidated Supply Co., Denver, Col., has leased newer and larger quarters at 1,562 Broadway, that city, and will take possession October 1. Since the retirement of E. T. Weiant as secretary and manager, the make-up of the company has undergone some change, the officers now being: President, F. C. Robie; secretary, D. R. Platt; treasurer and manager, P. P. Platt.

## California Jobbers Coming East.

J. T. Bill and J. W. Leavitt, of Leavitt & Bill, San Francisco, Oakland, San Jose and Los Angeles, will leave for the East early next month to arrange their next season's lines. They will be in Chicago on October 9 and 10 and in New York on the 19th and 20th.

## SUES SEVEN JOBBERS

**Lava Tips for Gas Lamps the Source of Litigation—Price Raised, Also.**

New York jobbers are considerably exercised over developments in lava tips for acetylene lamps; a big flare-up was expected by some, but it turns out to be a matter of minor importance as far as prices go, although it bids fair to be productive of considerable litigation.

The trouble began almost a year ago, when, in the United States Circuit Court of Appeals, an interlocutory decree of the United States Circuit Court for the Northern District of New York, which had been appealed from, was affirmed. The complainant in the case was Moritz Kirchberger et al., who are the representatives in this country of J. Von Schwarz, of Nuremberg, Germany, who, in turn, is the owner of patent No. 589,342, on acetylene gas burners. Kirchberger & Co. import and sell these burners; and upon securing this affirmation they were able to make an arrangement with the State Line Mfg. Co., of Chattanooga, Tenn.—under which name D. M. Steward, the big maker of burners in this country, operates, whereby the Interstate Co. would take out a license from Kirchberger & Co., and pay them royalty on all burners made by them, the Interstate Co.

Upon the conclusion of this agreement the Interstate Co. raised the gross price of their burners by nearly 300 per cent. This increase, however, figures out at only a few cents per burner.

The raise was acquiesced in by some lamp makers and jobbers, but the majority of them stood out and have since been purchasing their tips from other makers, not licensed by Kirchberger & Co. The latter then, in order to bring these alleged infringing users to terms, instituted suits against six New York jobbers, viz., A. H. Funke, E. J. Willis, Emil Grossman, New York Sporting Goods Co., C. E. Miller and the Acetylene Co. The cases came up in the United States Circuit Court in this city on Tuesday last, and were adjourned.

representative of Kirchberger & Co. stated to a Bicycling World man on Friday that the suits against the New York jobbers were only the first step in a movement to stop the use of all tips not manufactured by them or their licensees. Similar proceedings would, he intimated, be commenced against jobbers in other cities.



## WHEN PISTON RINGS BREAK

**How Breakage May be Detected and How Best to Repair the Damage.**

When an engine which has been running satisfactorily for some time fails to take certain hills with its wonted vigor, or when it becomes necessary to drop to a lower speed to climb it, it is indicative of loss of power.

Sometimes this is caused by faulty ignition; the plug is sooted over and causes short circuits. Sometimes it is the valve which requires grinding in. If, however, the plugs are clean and the valve seatings bright and tight, and the spark is a "fat" one, the loss of power may be due to a loss of compression caused by worn piston rings.

To discover if the motor is suffering from worn piston rings it is necessary to remove at least one side of the crank case. This done, remove the plug in the cylinder head, pour a quantity of oil on the top of the piston, screw down the plug over the motor and listen beneath the crank chamber. If the piston rings are worn, the oil will be heard hissing and bubbling as it is blown past the rings.

Unless the rings are very bad it is sufficient to replace the one furthest from the crank, but it is as well when the piston is out to put in two new ones. It is often possible to see by the dirty state of portions of the piston ring where it has not been in contact with the cylinder walls.

Before putting in fresh rings all the burnt oil and carbon deposit must be cleared out of the grooves in the piston.

Piston rings are very springy and brittle and will snap unless great care is exercised in putting them on or taking them off. To take them off, start with the one nearest the connecting rod and draw it off over its own end, then open out the next one and draw it off in the opposite direction over the other two rings, then the next drawing it over the last. In this way the ring is not drawn over an empty groove into which it can slip. In replacing them proceed in the same manner, springing the first ring into the first groove and slipping the others over it.

Another good way is to obtain three short pieces of very thin spring steel—old clock spring is excellent for the purpose—slip them under the rings at equal distances from each other on the circumference of the piston, and with care the rings can be easily slid off along the steels. They can be replaced in the same way, with the minimum danger of breaking.

To put the piston back into the cylinder is not an easy matter when the new rings are fitted. An excellent way is to tie a piece of thin, strong string tightly round each ring with a slip knot, compressing it until the joint is closed. The piston can then be wriggled into the cylinder, and as each ring goes in, the string is pushed off and can be cut with a knife and removed.

If this method is not adopted and the

cylinder is a perfectly parallel tube it is almost impossible to keep each ring compressed while pushing the piston home.

### The Evil of Emery Paper.

One of those indispensable articles which the average motorist carries with him and places in the same category as bits of wire, insulating tape, etc., is emery paper. He uses it frequently, all unconscious of the fact that he is committing a grave fault; for emery is something that, according to practical electricians, should never be used on wires, terminals or anything appertaining to the ignition system. Said one of the cleverest men in the electrical business to a Bicycling World man recently:

"Don't use emery paper; substitute sandpaper for it and you will have no trouble; and it will serve every purpose quite as well. I never let a piece of emery paper come into my shop if I can help it. My men have strict injunctions not to use it in their work. Why? Because, owing to the metallic properties of the emery, the paper is a prolific cause of short circuits. The small particles of emery sometimes lodge just where they can do the most harm, and as no one ever thinks of suspecting emery, the closest inspection reveals nothing wrong.

"Sand paper, on the contrary, is harmless and perfectly safe. Sand has no metallic properties, and, being a non-conductor, cannot close a circuit, no matter where the particles lodge. I am firmly convinced that many seemingly inexplicable short circuits are attributable to the use of emery paper."

### Inventor Sargent Dies in Poverty.

The French engineer Sargent, who in France was held to be the real inventor of the bicycle chain, has died at the age of eighty-three years, after having been paralyzed for twenty-seven years. A few years ago, when the poor man had spent all the earnings which a few inventions had brought him, a subscription for him was opened, but only little money came in; the poor inventor, who had improved the bicycle in several directions, was forgotten, and those whom he had benefited had not even alms left for him.

Paris tradesmen paid the burial fees, as the family had no means to provide even a cheap funeral.

### Ohio Jobbers Make a Tire "Killing."

The Hoover & Ball Co., the Newark (Ohio) jobbers, have made a "killing" in the way of a big purchase of tire "seconds," and are offering the goods to dealers at a figure that should assure quick action. The concern is one of the most reputable in the trade, else it might adopt the tactics pursued by less honorable houses under similar circumstances, and thereby obtain much better prices for the tires.

### Herkimer Files Schedule.

The schedule of the Herkimer Cycle Company, Herkimer, N. Y., which assigned early this month, shows: Liabilities, \$2,630.33; nominal assets, \$2,242.76; actual assets, \$2,139.68.

## O'GORMAN'S CARBURETTER

**Has Neither Float, Needle nor Spray, and Produces Some Instructive Results.**

Dealing with the action of carburetters, a well known British authority, Mervyn O'Gorman, points out that in most types of carburetters an ever increasing jet of gasoline is drawn in proportion to the increased vacuum as the engine gains speed, and he notes in this connection a triple range of evils; First, that more gasoline is wasted than is necessary; second, that a less quantity of mixture gets into the engine, which affects not only its output, but also its compression, and so influences adversely its efficiency, and, third, that the mixture is incorrect, in that it is too rich and still further reduces the efficiency by overheating the combustion head.

To effect a cure three means are open to the experimentalist—first, to partially destroy or impair the vacuum, as in the plan of the automatic air device; second, to blow more air in at the entrance; and, third, to avoid any throttling in the air inlet, and to supply at each stroke the quantity of gasoline required either in a liquid or vapor form, or even up a wick.

To correct these, Mr. O'Gorman has had made a carburetter which affects the auxiliary air operation by means of a blowing in of the required amount of air, and which totally abandons the use of a float, spray or needle valve and the present type of automatic air valve. The apparatus, in brief, merely consists of a gasoline tank and pipe through which air is blown from the crank case through the medium of a wick.

This experimental carburetter has furnished a result which goes to support the author's claims, and in a diagram illustration the results with three types of carburetters—an ordinary spray, one with the addition of the automatic air valve, and the author's own pressure device—were shown. The results are as follows: The simple spray developed its highest brake horsepower—a margin over eight—at 1,600 revolutions per minute; the second gave its best result at 1,700, when the curve line rose appreciably above the other, while the pressure feed carburetter developed considerably more than 9 horsepower at the much increased speed of 1,900 revolutions per minute—a speed that the other two failed to at all approach.

After detailing the claims of this type of carburetter, the author points out that as gasoline is a liquid and air is a gas, the laws which govern the flow of each is different, and the weight of each drawn in does not depend merely upon keeping the degree of vacuum in the carburetter a constant. More is required than this to comply with the essential condition that the correct quality of the gas be supplied to the motor under the varying conditions of high and low speed.



## HOW THE AMERICANS WON

### Details of Championships—Loafing Tactics that Astounded Even Veteran Racegoers.

Details received by mail of the concluding events of the world's championship at London, on September 8 and 10, bring to light that never in the history of the sport were such loafing tactics indulged in. In one case the riders rode so slowly on the turns that they slipped and rolled down the track; one man held on to the rail and waited, and veritable standstill exhibitions were given in other events. The 8th was devoted mainly to the semi-finals, and rain in the forenoon and a dark and threatening sky kept the crowds away.

The last day, however, was favored with fine weather, and twenty-five thousand spectators thronged the Crystal Palace track to witness the final heats.

There was no feature to call for any special comment during the afternoon of the first day, except that the loafing of the riders robbed the contests of all excitement. Even in the single lap event the amateurs did not go from the pistol, as might have been expected, and in one heat of the two laps professional championship H. B. Howard had twice to hold on to the rails to avoid falling off, for which he was fined 25 francs. Hisses and catcalls had no effect on the competitors.

In the two kilometres Repechage, i. e., the run-off between the losers in the preliminary heats, undertaken for the purpose of determining who should ride in the semi-final, Oscar Goerke, America, defeated J. D. Smout, Holland; R. Janson, London, defeated E. N. Pratt, Birmingham, and W. A. Edmonds, Bristol, defeated S. W. Lack, Cambridge. This concluded the preliminary heats, which began on September 3. In the semi-final heats C. Rode defeated J. Scott, and H. D. Buck defeated O. Goerke.

These were two good heats, and in the final Rode (Germany) won from Buck easily in the sprint by three lengths in the slow time of 4:50 4-5; so Rode, by winning his way through the Repechage, earned the right to compete in the championship final.

Semi-finals—First heat, A. L. Reed, England, defeated C. Rode, Germany, after a good finish by half a length in 6.01. This was a most interesting event, as after Rode's riding in the Repechage he looked dangerous, and the victory of the local rider was hailed with delight by the Britishers.

Second heat—Marcus Hurley defeated E. Payne. Hurley showed great judgment, and after a desperate finish won a great race by a wheel in 3:56 4-5.

Third heat—J. S. Benyon defeated W. Engelmann (Germany) by a length, in a close finish, in 3:39.

The final heat was won by Marcus Hurley; A. L. Reed, England, second; J. S. Benyon, England, third. Time, 11:072-5.

This race was a loaf from the second to last lap, when the pace was slightly increased, Reed being then on the outside, with Hurley moving forward for the inside position. At the bell Reed was in front, and at the quarter-mile line sprinted, and as they rounded into the straight the trio drew abreast and a terrific race ensued, and as they crossed the tape Hurley's supreme effort gained him victory by a matter of only an inch or so from Reed, while Benyon was but half a wheel to the bad.

Two kilometres professional championship of the world—The heats of this event were reduced to two laps (two-thirds mile) to save time. Winners of heats were as follows: Henry Mayer, Germany; T. Ellegaard, Denmark; Haril Meyers, Holland; Iver Lawson, America; W. Rutt, Germany; W. Arend, Sydney, Wales; Jenkins and Otto Meyer, Germany. The latter rider earned the distinction of making a record for slow riding, his time being 6:46. The fastest heat was 1:56 3-5. The Repechage of this race was then proceeded with, and after five heats resulted in a victory for Bixio (Italy), who rode well throughout, though he failed to qualify in his heat in the preliminary, thereby justifying the Repechage arrangement. Germany had four, Denmark one, Italy one, America one, Holland one and Great Britain one representative in the final.

First heat—Won by Henry Mayer, Germany; W. Arend, Germany, second; Sydney Jenkins, Wales, third. Time, 4:50 1-5. Arend entered a protest on the ground of fouling, but this was unanimously overruled by commissaires des course.

Second heat—Won by Iver Lawson, America; Otto Meyer, Germany, second; Bixio, Italy, third. Time, 5:48 3-5.

Third heat—Won by T. Ellegaard, Denmark; H. Meyers, Holland, second; W. Rutt, Germany, third. This heat was a loaf until the homestretch was reached, when a fine race was witnessed. Meyers had a good lead, but Ellegaard came with a rush, and won by half a wheel, Rutt being a similar distance behind in third place. Time, 8:12 1-5.

The final heat was won by Iver Lawson, America; T. Ellegaard, Denmark, second; Henry Mayer, Germany, third. Time, 6:03 4-5.

Ellegaard took the lead, but the contest was a veritable slow race. In the second to last lap Lawson suddenly rushed ahead, completely stealing a march on the others. At the bell he was thirty yards to the good, and, holding a good lead for the rest of the distance, won easily by eight lengths, thirty yards separating the previous champion and Mayer, the latter sitting up in the stretch.

The 100-kilometre amateur championship (previous holder, E. Audemara, Switzerland) was won by Leon Meredith, England; W. J. Pett, England, second; G. A. Olley, England, third. Nuvolari, Italy; H. L. de F. Geethart, Holland; Oscar Goerke, America; Victor Faxoe, Denmark; Drescher, Germany, and H. E. Winks, England, also ran.

The 100-kilometer amateur championship of

the world produced a field of nine. It was a splendid race and full of incident. Meredith from the crack of the pistol went away at a terrific pace, and, being beautifully paced, was among the records at five miles, and mowed them down to the finish, when he was thirteen laps ahead of the second man. Meredith's performance can be better appreciated when it is considered that he lost ground several times, once through his motor going wrong, once owing to a puncture and again owing to a terrible fall. He finished pluckily and strongly, though he was a mass of bruises and one side of his body a bleeding mass. His times are all world's amateur records, as follows: Five miles, 7:22; ten miles, 14:43 4-5; fifteen miles, 22:30 2-5; twenty miles, 29:22 1-5; twenty-five miles, 36:37 3-5; thirty miles, 43:49; thirty-five miles, 52:18 2-5; forty miles, 59:35 1-5; forty-five miles, 67:08 1-5; fifty miles, 75:33 2-5; fifty-five miles, 83:21 2-5; sixty miles, 90:31 3-5; full distance, 1:35:30 4-5; one hour, 40 miles and 500 yards.

The world's amateur record for 100 kilometres (paced) was previously held by Goernemann, who rode the distance at Berlin in 1:42:49 in 1902.

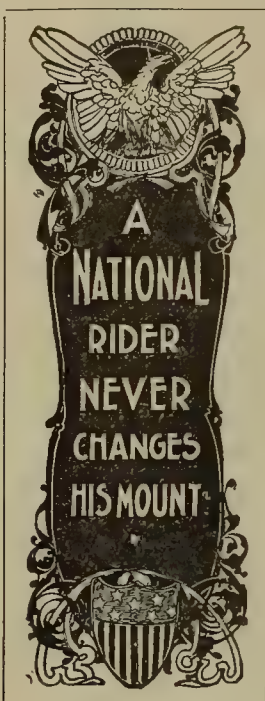
The two-lap match (amateur vs. professional) was won by Iver Lawson, world's professional two-kilometre champion; Marcus Hurley, world's amateur two-kilometre champion, second. Time, 1:53.

Hurley, with the inside position, went to the front for the first lap, when Lawson led by a length, and, holding the position, won after a good finish between the pair by half a length.

The two-kilometre professional championship of the world, of which three semi-finals and a final heat were set for decision. The semi-finals were run as two-lap races to save time, and it was well that this was done, as the disposition to loaf would have unduly protracted the meeting. Henry Mayer (Germany), Iver Lawson (America) and T. Ellegaard (Denmark) qualified for the final after good finishes in each case. The final was, of course, decided over the full distance, and produced astonishing tactics. At the pistol all three tried to balance their machines and stand still. In this Mayer was successful, but the other two fell about the track. Mayer returned, and the race was restarted, and after a few yards the old game began again, and the German actually succeeded in riding backward more than once. This sort of thing went on for a few laps amid a storm of jeering, whistling of "The Dead March" and "We Won't Go Home Till Morning" until about two laps from home, and in front of the grandstand, Lawson audibly remarked, "Well, here goes!" and went off like a rocket, while the other two men were wobbling on the top of the banking. Before they realized the situation Lawson was over fifty yards ahead and going at a great pace. Mayer and Ellegaard went in pursuit, but their best efforts were useless. Lawson never slackened, and won by twenty yards. This stolen march was delightedly cheered by the huge crowd, who appeared thoroughly pleased at the way the foreigners had been taken by surprise.

The final heat of the amateur championship over the same distance was a worse exhibition than that given by the professionals. It needs no description, except that it was probably the slowest race in the annals of racing. When it came to sprinting, Reed looked a winner, and actually led to within five yards of the tape, when Hurley fairly lifted his machine forward and won by bare inches, Benyon being a good third. Hurley's victory was well received. His subsequent race against Lawson was, however, a frost.





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NEW YORK, SEPTEMBER 24, 1904.

## Side Lines.

When cycle dealers first turned their attention to side lines they almost invariably looked for some article of sale which, once sold, would be done with. In other words, they regarded themselves as merchants, pure and simple.

To a considerable extent this view of the matter has ceased to be taken. A considerable number of dealers have, some intentionally, others by accident, taken on articles that represent something to them beyond mere merchandise. Take Welsbach goods, for example. To work up a trade in them means that a considerable amount of repair work will fall to the dealer's share if he makes any special effort to obtain it. While some people prefer to look after their incandescent lighting system, others are only too glad to have a man sent around to set up the fixtures, fit the mantels and see that everything is working properly; and, looked after in the right way, there is a very nice profit in the work.

For these and other reasons the number of dealers who turn to goods of this kind in preference to sporting goods, phonographs, etc., is steadily increasing. For one thing, the trade in them is more of an all-the-year trade, and it is at its best when the cycle business is dead. Then, too, such articles are utilitarian instead of sporting, and some dealers are anxious to get into something of this kind as a foil to the purely pleasure end of the business.

Another side line that is worthy of more attention than it receives is that of electrical goods. There is such a large amount of this work nowadays that it is well worth cultivating. It is not so much the sale of the articles themselves—bells, batteries, buzzers, etc.—as it is the job of installing them and keeping them in repair. The average householder is anything but a handy man, and he is only too glad to get hold of some one who will do work of this character cheaply and well. If this "somebody" happens to be the cycle dealer, with whom he already has dealings, the pleasure is augmented. On his part, the dealer will find that a knowledge of electricity is a good instrument; for when he turns his attention to motorcycles—if he has not already done so—it will fit splendidly with the work in the last named field.

## Tire Sizes.

With comfort and luxury the order of the day, and the great step forward that was taken to meet this demand with the introduction of the cushion frame and fork and yielding saddles, it appears strange that tire widths should have kept on diminishing.

Beginning with the big 2½-inch pneumatics of the early 90's, the diameter steadily diminished till about a decade ago, when 1⅝-inch was reached. Then came the craze for light weights, and another one-eighth inch was taken off, but after a brief period the 1⅝-inch size again prevailed, and was accepted as the best tire for all around use, and to all appearances had come to stay. But this was not the case, for after several years a very gradual diminution in widths again set in, until to-day 1⅜-inch is the regular equipment and 1¼-inch tires are not uncommon.

Why this is so is not easy to explain. Perhaps to give the bicycle a lighter and better appearance, or that smaller tires are less expensive. Certain it is that very narrow tires on anything but the smoothest pavements are a distinct disadvantage. In the first place, they have to be pumped so hard that

the least roughness in the road is productive of very unpleasant vibration. They get into ruts and cartracks, when a wider tire would never reveal the presence of these inequalities in the road. Another disadvantage of the narrow tire is that owing to the weight being distributed over a small area, the wheels sink into wet or soft roads, producing a depression, out of which the wheels must be continually drawn, which is equivalent to going uphill. With wider tires this is not the case, for, the weight being distributed over a greater area, the wheels do not sink to such an extent.

The wheelman who has experimented with tire widths on the average country roads knows the big difference one-eight-inch means in the riding qualities of the wheel, and if the pendulum should swing the other way next season, if 1½-inch or even 1⅝-inch tires would be recommended, it would benefit by far the greater majority of wheelmen.

## Repair Shops.

From time immemorial almost the complaint has been made that repair shops, and especially those run in connection with stores, do not pay. By this is frequently meant that they do not pay even the cost of running them, to say nothing of a profit to the owner. The complaint is so general and has been made with so much emphasis for so many years that it compels attention, and we have the best of reasons for believing that it is, in many cases, only too true.

It is not as true now as it was in the past, however. No dealer can afford to lose much money in any department of his business, and if there is a continued and large drain he either locates and stops it or he goes out of business. But there are still dealers, and even repair men, who are not realizing, as they should, a profit from the repairing they do.

Usually this is due to the failure to separate the guarantee from the charge end of the business. In such cases the profits from the latter are engulfed by the latter, and the dealer keeps wondering where his profits are going. Instead of charging the losses to the sales department, he lets them remain debited against the repair shop; and while it is natural to assume that this is a distinction without a difference, such is not the case, for if a charge were made on the books against the sales this would result in the matter being scrutinized more closely and some of the "guarantee" work being lopped off.

But the matter does not end here. There



are repairers who are not dealers who, if they do not actually lose money, at least do not make it; and this because they do not, or cannot, keep tab on the outgo and income and are not competent to calculate the cost of making repairs.

For example, they will figure on a job. The labor, which is the principal item, costs, we will say, 20 cents an hour. Now, the repairer figures, if he figures at all, that by adding 50 per cent to this he will cover such charges as rent, light, fuel, depreciation, etc., and still leave something for profit; when, as a matter of fact, he has not added enough to cover the overhead charges. He must double his labor cost at least, and 25 per cent additional is not a bit too liberal in many cases. But 100 per cent must always be added if the account is to be equalized.

It may be said that charges are regulated by competition; that no repairer can add 100 or 125 per cent to his labor cost merely because he thinks it necessary, as in that case the work will be taken to his competitor. This is not always true. Low prices are frequently quoted when higher ones, affording a living wage, would have been accepted without demur. The fear of competitors is always before repairmen, and frequently it leads them to do just what they accuse their rivals of doing, viz., cut prices below the profitable point.

If they would make it an inflexible rule to count the cost before naming a price much of this suicidal policy would be avoided.

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### Features.

When cycling was in the height of its popularity, when it was the fashion, each season was marked by some modification in the design of the bicycles. The size of the tubing was increased or diminished; spindle hubs gave way to the barrel pattern, and flush joints superseded outside connections, and so on. In those days wheelmen were looking for changes; they wanted to be up to date, and it took little argument to make them change their mounts.

To-day just the reverse is true. Nowadays the wheelman cares little or nothing if the design changes, and makes his bicycle last as long as possible. "There are no improvements to warrant buying a new machine," he says. This being the case, why then does not the dealer exert himself to a greater extent to introduce newer devices of the last few years? Cushion frames and forks, coaster brakes, two speed gears, rainy day mud guards—all are changes of infinitely

more value to the average wheelman than any new features that were offered since the advent of pneumatic tires and the chainless machine.

Yet a great many dealers for the last few years have simply laid in their stock of new models without the addition of these valuable devices. Even at the St. Louis Exposition the number of machines of the very latest pattern is all too few. What is needed the coming season is to devote much more energy to introducing these features. The dealer who says there is no demand, or that riders do not want these devices, simply confesses that he is making no efforts to create a demand. In every line of business, whether in clothes, hats, carriages or what not, the tradesmen create the so-called fashions to stimulate their business.

Let the bicycle dealer who laments because riders hold fast to their old mounts get out and ride with the clubs with a new machine; let him order some samples with all the latest improvements, and give them the place in the show window—in short, the newer patterns need to be pushed much more.

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### Joy.

With the growing tendency of business and office men, of clerks, of the toilers of shops and factories, to seek recreation and rest in the open fields and wooded hills, it would appear that by drawing the attention of these masses to the joys of country cycle trips and tours, there would be a healthy growth in the pastime.

Every one who rides, or ever has ridden, in sane and rational fashion, who has toured, knows there is no means of travelling that is so convenient, so reliable, so economical, so safe, and productive of so much all around pleasure and satisfaction as the bicycle.

Thousands are to-day seeking recreation and the joys of the country in overcrowded trolleys or in sooty, stuffy railroad coaches. They are subjected to inconveniences and time tables, and their destination is not the quiet country, the inn where the touring cyclist is at home and comfortable, but usually an amusement resort of some kind.

There is no one who can so thoroughly explore the surrounding country within a radius of one hundred miles of his home, so completely and with so much pleasure as the experienced touring cyclist.

He may have ridden continuously in his locality since the dawn of the sport, yet he

never wearies of it; each holiday and Sunday is awaited by him with more pleasure than any other devotee of outdoor life; to him the country is beautiful at all times, and each season has charms which no one else can see.

Much has been accomplished this season in drawing public attention to cycling by reunion runs, road races and race meets held the country over. But there has been little or nothing done to promote tours or regular country runs.

The harm that century "grinding" and scorching has done is still felt, and, what is worse, is still indulged in. If the mileage "fiends" who are to-day still riding centuries would take tours, they would derive infinitely more pleasure and do the pastime inestimable good.

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### Stomachs.

Few things influence one's riding ability and the pleasure to be derived from a long trip more than proper treatment of the stomach.

The rider—the exception but proves the rule—who leaves early in the morning without breakfast is sure to feel weak and experience difficulty on the hills, and if the morning is cool, as is likely in the fall of the year, he will feel "creepy."

It is always well to rest at least half an hour before the noonday meal, particularly if the ride has been a fatiguing one, and an hour thereafter. To start on a hard ride directly after a heavy dinner is bad. Water is practically the only drink that will allay thirst effectually, and iced drinks of all kinds should be strictly tabooed.

The experienced tourist and long distance rider knows that care in eating and drinking makes all the difference in the world, and any rider who has ever been forced to finish a ride with a disordered stomach has had an experience which he will never forget.

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### Anti-Sweat.

Many people entertain such a dislike for heat that they abstain from all exertion not absolutely necessary. To such, when they happen to be cyclists, the fall is the season to which they look forward with unadulterated pleasure. Then the exertion of riding generates merely a pleasant and desirable warmth. Hills, even, are welcomed, for their summits are reached in a delightful glow, which makes the subsequent coast down the other side an unalloyed delight.



## KRAMER CROWDED OFF TRACK.

**Bedell's Tactics Arouse Spectators at Vailsburg—Amateur "Miss and Out."**

"If they can't beat Kramer, they can run him off the track," was the comment of one of the spectators at Vailsburg last Sunday, and this about describes what happened.

The incident referred to happened in the concluding lap of the five-mile professional event at a time when it was practically certain that the champion would win if he remained on the track. Kramer, John Bedell and Cadwell were riding through the back stretch in the order named from the pole

phatic protest, and almost quarrelled with the referee when the latter refused to disqualify Bedell. Kramer then made a written protest and gave it to Mr. Wills, with the customary deposit of two dollars. The track management announced that the prize money for the race would not be paid over until the matter had been settled by the N. C. A. authorities.

The race had twenty-six starters, divided into six lines and sent away two seconds apart. Lee, Limberg, Schwab and Schlee were in the second line and Chappey, the other recruit, was in the first line. Root, Fenn and the Bedells were in the fifth line, and Kramer was alone in his glory in the sixth line. There were prizes for the finish of the race, dollar lap prizes and awards

also took the first lap prize in the fourth mile, and then sat up. Chappey led at three and a half miles and Fogler the next time around. Dorlon won the fourth mile from Bardgett in 8:55 1-5, Fogler being third. Fenn gave up then, as he had tired himself out chasing all of the would-be runaways. Schwab and Glasson won the first two laps in the last mile, Bardgett leading at the bell. Following Bardgett were Kramer, John Bedell, Cadwell and Menus Bedell, and it was on the back stretch that Kramer was run off the track. Krebs finished close to John Bedell and Schreiber, with Tom Butler and Cadwell in the order named back of him.

The mile and a half professional consolation had sixteen starters. Rossini won the first two lap prizes and Kastendieck the next two, with Guery ahead at the bell. Behind Guery were Fogler, Bardgett, Cadwell, Root, Menus Bedell and Lee. Bardgett took Cadwell to the front on the first turn, but Root, Bedell and Lee passed the pair on the back stretch. Lee tried to ride around into the lead on the last turn, but Menus Bedell imitated his brother's example and bumped Lee so badly that the recent amateur star had to stop to escape falling. Menus Bedell remained behind Root until half way up the straight, when he tried to pass him; but the Columbia rider led him over the line by half a length. After the race, some of the riders claimed that Root and Menus Bedell had been guilty of undeclared "team work," but they were not disqualified.

The amateur "Miss and Out" event produced a lot of confusion in the minds of the spectators, who disagreed with the rulings of the judges in several instances. The riders were sent away in three lines, with Rupprecht, Mackay, Ashurst, Zanes and Dove in the last line. Mackay was careless and was "out" at the end of the second lap. Dove and Rockowitz had a struggle for the lap prize, but Rockowitz won it with seven laps to his credit. Ashurst quit at the end of three miles, and Zanes was "out" at the end of the first lap of the fourth mile. Billington had seemingly been out several times before he finally stopped riding in the third lap of the fourth mile. The race was ended at four and three-quarters miles, when Rupprecht and Franks were left. Franks made no attempt to outsprint Rupprecht, and the Bay View Wheelmen representative won by a third of a lap. The half-mile handicap was named in honor of Alfred Ashurst, and he was scratch man in the third heat. He did not qualify for the final, as he pulled one of his feet out of his pedal strap and could not get going quickly enough to catch the bunch. E. J. McCallum, the last Irvington-Millburn road race winner, had the limit mark of 65 yards in the final heat. He did his best from the crack of the gun, and had a lead of 50 yards when the bell rang. Franks paced the bunch up to McCallum on the back stretch. Mackay and Rupprecht, the scratch men, caught the others as the



BEDELL WINNING AFTER CROWDING KRAMER OFF THE TRACK.

up, Kramer saying afterwards that he was riding on the bottom board. Bedell was slightly in advance of Kramer, and when the latter started to sprint past him Bedell swerved slightly in his efforts to keep in front, and bumped into Kramer. The champion was sent off the track surface onto the grass, and, though he escaped a fall, was delayed so that he had absolutely no chance to win. After bumping Kramer, Bedell swerved up the track and knocked into Cadwell, so that the latter had to stop pedalling in order to keep from falling. With a clear field in front of him, Bedell then started for the tape, and had no trouble winning the race, though Schreiber gained rapidly on him in the stretch, and was barely four feet behind him as they crossed the tape.

The people in both grandstand and bleachers hissed Bedell and yelled to the referee to disqualify him, but no action was taken at the time. When Kramer dismounted, he did not make a protest at once, but went to his dressing room, where Referee C. M. Wills asked him for his version of the occurrence. Kramer then entered a most em-

phatic protest, and almost quarrelled with the referee when the latter refused to disqualify Bedell. Kramer then made a written protest and gave it to Mr. Wills, with the customary deposit of two dollars. The track management announced that the prize money for the race would not be paid over until the matter had been settled by the N. C. A. authorities. The race had twenty-six starters, divided into six lines and sent away two seconds apart. Lee, Limberg, Schwab and Schlee were in the second line and Chappey, the other recruit, was in the first line. Root, Fenn and the Bedells were in the fifth line, and Kramer was alone in his glory in the sixth line. There were prizes for the finish of the race, dollar lap prizes and awards of \$10, \$5 and \$2 to the first three men at the end of each of the first four miles. Signor Rossini, of Italy, took the first lap prize, Lang the second and Lee the third. Limberg, Schwab and Chappey were following Lee when the pistol shot denoted the end of the mile, and they finished in the order named as the mile was ended. Schwab might have won, but Limberg swerved near the tape and finished first by a length in 2:05. Schwab, Tom Butler and Chappey won the lap prizes in the second mile, and Fogler tried to pace Dorlon through for the second \$10, but Fenn passed Dorlon near the tape and won from him, with Menus Bedell third. The time was 4:25. Bardgett won the first lap in the third mile, and then Schlee jumped out for a big lead, taking two laps and the third mile prize. Guery had fallen just after the start of the second mile, but remounted and tried to catch the bunch again. He could not gain on them, and "tacked on" behind Schlee, but was ordered off the track by the referee. Fenn and Fogler were second and third at three miles, Schlee's time being 6:37 2-5. Schlee





PARTICIPANTS IN THE 1905 "WHEEL ABOUT THE HUB," SEPTEMBER 9-11.

last lap was started, but could not get up to the front. Dove jumped into the lead at the last eighth pole, and Billington went after him on the last turn. The National A. C. rider caught Dove in the home stretch and defeated him in the race to the tape by two and a half lengths.

#### Summaries:

Half-mile novice, handicap—Won by O. S. Musseman, Cranford (20 yards); W. Levi-son, New York (15 yards), second; J. Fred Bammann, New York (80 yards), third. Time, 1:03 2-5.

Half-mile handicap, amateur—Won by Teddy Billington, National A. C., Vailsburg (25 yards); M. T. Dove, New York (10 yards), second; Mike Coffey, Newark (10 yards), third; A. C. Spain, Bloomfield (40 yards), fourth. Time, 0:59 2-5.

"Miss and Out" amateur, four and three-quarters miles—Won by Edward Rupprecht, Bay View W., Newark; Charles Franks, Newark, second; A. C. Spain, Bloomfield, third; H. M. Kuehne, New York, fourth. Time, 11:02 2-5. Lap prize winner, Joseph Rockowitz, Tiger W., New York.

Five-mile professional, six divisions two seconds apart—Won by John Bedell, Read-

ing Standard team (fifth division); G. C. Schreiber, Tribune team (third division), second; Floyd Krebs, Tribune team (fourth division), third; Tom Butler, Boston (third division), fourth; Frank J. Cadwell, Rambler team (fourth division), fifth. Time, 11:03 2-5. First mile—Limberg, first; Schwab, second; Chappey third. Time, 2:05. Second Mile—Fenn, first; Dorlon, second; Menus Bedell, third. Time, 4:25. Third mile mile—Schlee, first; Fenn, second; Fogler, third. Time, 6:37 2-5. Fourth mile—Dorlon, first; Bardgett, second; Fogler, third. Time, 8:55 1-5. Lap prize winners—Schlee, 3; Chappey, 2; Schwab, 2; Rossini, Lang, Lee, Tom Butler, Fogler, Glasson and Bardgett, one each.

One and a half miles consolation, professional—Won by E. F. Root, Columbia team; Menus Bedell, Reading Standard team, second; Walter Bardgett, Buffalo, third. Time, 3:09 4-5. Lap prize winners—Rossini, 2; Kastendieck, 2; Guery, 1.

C. M. Darling and C. C. Murphy, of Jackson, Mich., the tourists who have undertaken to visit every State in the Union within eighteen months, reached Tacoma, Wash., on September 14. At that point their travel totalled 4,445 miles.

#### Macfarland's Appeal Denied.

Floyd A. Macfarland's appeal from the Australian sentence of three years' suspension has failed, notwithstanding that he offered his most sacred promise that he would "comply strictly with the rules in future." The council of the League of New South Wales Wheelmen was unanimous against any alteration in the sentence. The Australian body being affiliated with the International Cyclists Union, of which the N. C. A. is also a member, it is supposed that the denying of the appeal will put an end to Macfarland's career. This supposition prevailed when he was first suspended, but the N. C. A. permitted him to race in America, just the same, and it is presumed that unless the official notification that never came is received he will continue to race.

#### McCrea Takes Three Straight.

J. Nash McCrea, of Springfield, Ill., who has been having things pretty much his own way in his vicinity this season, was again cock of the walk at the race meet at the Springfield fair grounds on September 15. He won all three of the events that were decided—the half-mile, the mile and the mile handicap, the latter from scratch. No times were taken. Thomas Selders, Bloomington, Ill., was second to McCrea in each case.



## SIX TIMES A CHAMPION

**Kramer and his Wonderful Career—Racing his Business and he will not Retire.**

In all the annals of sport—the doubtful sport of pugilism excepted—the performance of Frank L. Kramer, who on September 5 for the sixth time clinched his claim to the title of "American Champion," is practically without parallel. It was the fourth successive year that he won the professional championship, and previous to that he had for two seasons won the title as an amateur. His score in the championship table was 69

The circuit this year opened on Bunker Hill Day, June 17, at the Revere Beach track, and Kramer won all of the championship contests until he went down to defeat on the wretched flat, cinder track in the Stadium of the St. Louis Exposition. In one of the races there, Kramer slipped so badly that he nearly fell, but he straightened out and finished second to Fenn, who won the race. In the other race which the champion lost, his rear tire rolled off the rim in the last few yards of the contest, and his chain jumped from the sprocket. Kramer won the two championship races on the last day of the races at St. Louis and after coming East he took all of the events which

looks after his business affairs. He went through the grammar school, and did not own a bicycle until 1897, when he started training on the Vailsburg track before it was formally opened. He began to train in June of that year, and won his novice race in July on the Clifton track. He also won the next race in which he competed, which was a quarter-mile open in the meet of the Atalanta Wheelmen, at Waverly. When the Vailsburg track was formally opened, in October, with Jimmie Michael as the star attraction, Kramer won the half-mile open from the best of the Eastern amateurs. The following year he won the amateur title at Indianapolis, and in 1899 captured the amateur championship in the races run at Berkeley Oval.

In December, 1899, Kramer started in nine races in Madison Square Garden and finished first eight times. In the championship meet at Berkeley Oval, on September 9, Kramer won the quarter, third, one and five mile races, and finished second to Collett in the half-mile event. Kramer's score was 26 points, to 16 for Collett, the second man. Rutz and Hausman were third and fourth. He turned professional of his own volition in February, 1900, being the first one to register, and receiving card No. 1.

His first professional race was at the Vailsburg track on May 6, 1900. The event was a half-mile open, and Kramer won it from Hardy Downing, Howard B. Freeman and Jay Eaton. Downing and Freeman had been riding the fastest of the men who had been training at Louisville, but Kramer was too much for them. That year Kramer finished second to Major Taylor in the season's professional championship. In 1901, Kramer won the championship, with a score of 80 points to 66 for Major Taylor and 50 for Iver Lawson. In 1902 Kramer won the title with 122 points to 52 for Major Taylor and 33 for Lawson. Kramer won 18 firsts, 3 seconds and 1 third that year. Last year Iver Lawson, aided by the speed and generalship of McFarland, gave Kramer a great fight for the championship, and the honor was not settled until the final meet on the Manhattan Beach track. In all, there were twelve circuit races, five of which were double point events. Kramer won four of the single point races and two of the double point ones; was second in two each of the double and single point races and third in a double point contest. Lawson won three of the single point races and one of the double point ones, was second in three of the single point races and two of the double point ones, and fourth in a double point race. Kramer finally won with 62 points to 50 for Lawson.

Part of the credit for Kramer's winning the championship in the past two years must be awarded to W. S. Fenn. Fenn was riding another firm's bicycle last year, but he and Kramer joined forces in mid-season. Kramer, but for Fenn's aid, would almost certainly have been defeated for the championship by Lawson, as the latter had McFarland to pace him in



KRAMER SUPPORTED BY "ASSISTANT CHAMPION" FENN.

points, his nearest rival being his team mate, W. S. Fenn, who had 26 points to his credit. This year fifteen circuit events were run, and of these the champion won all but two, which were captured by Fenn. Last year Kramer equalled Bald's great record of winning the championship three years, and when later on reports reached this country of the great riding of Lawson in Australia during the winter, many thought that Kramer would be defeated this year in his struggle for premier honors the fourth time. Lawson, however, did not remain in this country to give Kramer battle, but accepted an offer from a French track manager and race promoter. With Lawson in Europe and Fenn as his team mate, Kramer had no trouble in disposing of Root and the Bedell brothers, who were the best of the men remaining in this country.

were decided at Vailsburg and Manhattan Beach.

Kramer has ridden a Pierce racing bicycle ever since he began competing on the track, in 1897. He won the last L. A. W. amateur championship, in 1898, at Indianapolis, when he captured the one-mile race in 2 minutes 43.5 seconds. The following year he won the first N. C. A. amateur championship, which gives him the unique honor of being champion of his class for six different years. The only year that he failed to come out at the top was in 1900, his first year as a professional, when he finished the season second to Major Taylor.

Kramer was born on November 21, 1880, at Evansville, Indiana, where his parents and one brother now reside. For the past ten years he has lived at East Orange, N. J., with his uncle, Dillon B. Burnett, who



most of the final heats of the circuit events. With Fenn as his partner, however, Kramer was enabled to win out in the end. Many times this year, different racing men have expressed the opinion that Kramer was very lucky to have Fenn as a team mate, as they were certain that Fenn could defeat Kramer if he had tried. The courtesy title of "Assistant Champion" has been applied to Fenn this season.

Kramer has made bicycle racing his business. He has engaged in no other pursuit since leaving school. Both on and off the track he is one of the quietest of young men, and very seldom is a protest of any sort lodged against him. He neither drinks, smokes nor chews, and does not indulge in any form of dissipation. For years he has been very regular in his habits in the racing season; he is most consistent and faithful in his training work. Without being at all miserly, the champion has been careful of the manner in which he spent the money he has won, and is credited with having a considerable nest egg, the exact size of which is not known, but which is surely of quite considerable proportions.

He has no immediate intention of abandoning racing, though he has received several offers to pilot racing automobiles, but to date he has refused to heed the tempter. He thinks circular track racing in automobiles needlessly reckless, and declares he will never compete in such contests, though he may some day compete in straightaway road races. He has some idea of entering into the automobile business, but has made no definite plans in that direction. He has never raced abroad, though several times he has had offers from European promoters. He may decide to make an European trip next year, but has no intention of going to Australia, as has been reported. If he goes to Europe, his trip will be made next spring and he will race there during May and June, returning here to try again for the American championship.

#### Wilmington Strikes at Motorcyclists.

Wilmington, in Delaware, heretofore free of all symptoms of motorphobia, has fallen under the influence, and has prepared a local ordinance that "goes the limit." It proposes a registration fee of \$2 for the first year and \$1 for each succeeding year; requires the display of flags and of numbers on the front and sides of lamps; permits an application for license to be rejected, or a license—that is, the right to use the common roads or even an alley—to be revoked, and borrows from Massachusetts by requiring that unattended machines be kept under lock and key. It specifically includes motorcycles, and by requiring "a set of brakes which shall be independent of the driving gear" would require more than the coaster brake now generally employed. The Federation of American Motorcyclists is making an effort to head off the measure—which is almost certainly illegal—or at least to have motor bicycles exempted from its provisions.

#### ODDS AND ENDS.

Four Portland (Ore.) wheelmen suffered recently as the result of the authorities deciding to enforce the sidewalk law in that city. Each paid a fine.

In Houston, Tex., they are making riding on the sidewalks an expensive convenience. In fining the first offender \$12.45, the court served notice that all others might expect like treatment.

Baron de Caters, the well known foreign nobleman and automobilist, believes that "motorcycles ultimately will take the place of the ordinary bicycle." He, however, decries the high power machines, and "does not think they will have much of a field."

Motor bicyclists will be employed as couriers, checkers and patrols for the 300-mile international automobile race for the Vanderbilt cup, which occurs on Long Island, October 8. The Federation of American Motorcyclists has undertaken to supply the necessary riders.

The old trick of slitting a porous single-tube tire and making it serviceable by enclosing an inner tube has given rise to a limited practice by motorcyclists of inserting old single tube tires in outer covers of their detachable tires; it is, of course, merely an emergency repair, but is one of surprising virtue.

Edward Flynn, an alderman of Fon du Lac, Wis., probably holds a record of an unusual sort. He claims to have been knocked down six times within two weeks by cyclists who were riding on the sidewalks of his town. As he was the author of the ordinance forbidding the use of the sidewalks, he is unable to decide whether he is the victim of accident or design.

At Richmond, Ind., on Monday night, the loop the loop act proved that it has dangers for other than the performer. While one of the small army of loopers was attempting to perform the feat at Richmond, he bungled the job, and though he fell into the net his heavy bicycle flew into the crowd, and, striking a small boy, broke two of his ribs and otherwise injured him.

According to a press dispatch from Denver, General Frank D. Baldwin, commander of the Department of the Colorado, has recommended to the War Department a test of motor bicycles to determine the practicability of their use in time of war.

General Baldwin's proposition is that the War Department bear the expense of a trip from Fort Logan to Fort Myer, near Washington, by two enlisted men, one on one of the machines owned at the post and the other to ride on a motor bicycle furnished by some manufacturer.

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## WEATHER AFFECTED MEET

**In Which 'Frisco Riders Defeat Their Visitors—Motorcycle Events Proved Tame.**

Dull weather had a depressing effect on the attendance and sport at the closing day of the three days' meet given by the California Associated Cyclists at San Francisco on September 11.

The Bay City Wheelmen carried off the greater portion of the events. Besides winning the ten-mile relay race, Walter de Mara won the half-mile championship, F. H. McLaughlin won the mile championship and Walter de Mara and H. L. Newsom won the five-mile tandem race.

Of the other events C. R. Meishan, of Reno, won the two-mile handicap from scratch; J. R. Berryessa, of the Garden City Cyclers, won the five-mile championship, and W. C. Waible, of the same club, won the five-mile paced event.

The surprise of the day was the defeat of Waible, the crack rider from San Jose, by F. H. McLaughlin in the mile championship. Waible had one heat to his credit, but McLaughlin took the next two and the race. In each race McLaughlin jumped into the lead when the final sprint began, and stalled off the desperate challenges of his competitors.

The five-mile championship brought out six starters, and was won by J. R. Berryessa, of the Garden City Wheelmen.

The two-mile handicap was the most spectacular race of the day. It was the only one in which there was a fall. One of the contestants went down on the first turn of the second mile, and a number of others who could not dodge him were also thrown. Mer-shon, of Reno, worked his way into a good position, and when the sprint began he had a good lead and won by half a wheel length.

The motorcycle events proved tame affairs. Frank Carroll caught A. Yange and C. Larsen, the other two riders, in the pursuit race after going seven miles. The time was 10:25. Summaries:

Half-mile championship—Won by Walter de Mara, B. C. W.; R. Williamson, O. W., second; F. Rigo, G. C. W., third. Time, 1:32 2-5.

Mile championship, heat race—First heat won by W. C. Waible, G. C. W., in 2:13 1-5; second heat by F. H. McLaughlin, B. C. W., in 2:45; third heat and race, won by F. H. McLaughlin, B. C. W.; H. McWhiter, N. C. W., second; W. C. Waible, G. C. W., third. Time, 2:45.

Five-mile tandem—Won by W. de Mara and H. L. Newsom, B. C. W.; W. Stemman and Leslie Randall, G. C. W., second. Time, 12:45.

Two-mile handicap—Won by C. R. Meishan (scratch), of Reno Wheelmen; Charles Bergner (70 yards), second; Ray Neff (80 yards), third. Time, 4:45.

Five-mile championship—Won by J. R.

Berryessa, Garden City Wheelmen; A. Trant, second; Cecil Nelson, third. Time, 15:55.

Five-mile paced race—Won by W. C. Waible, G. C. W.; C. Long, B. C. W., second. Time, 11:27.

Ten-mile relay—Won by Bay City Wheelmen team (A. T. Silva, J. P. Simmons, Charles Long, Walter de Mara and F. H. McLaughlin); Oakland Wheelmen, second; New Century Wheelmen, third. Time, 27:00.

Three-mile motorcycle—Won by Lincoln Beachy, Motorcycle Club; Frank Carroll, second. Time, 4:07.

Five-mile motorcycle—Won by Frank Carroll. Time, 7:21.

Motorcycle pursuit race—Frank Carroll caught A. Yange and C. Larsen in seven miles. Time, 10:25.



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### Hughes Wins Twice on the Road.

Of the four races held by the Montauk Wheelmen on the Merrick Road, Long Island, last Sunday, James Hughes won two. William Cummings captured the five-mile handicap from scratch. Summaries:

Half-mile novice—Won by William Conty; George Brower, second; Michael Lyon, third. Time, 1:57.

One-mile handicap—Won by James Hughes (60 yards); W. J. Sullivan (scratch) second; Otto Mayer (100 yards), third. Time, 3:02.

Two-mile handicap—Won by James Hughes (110 yards); Martin Cassidy (100 yards), second; Michael Lyon (115 yards), third. Time, 6:01 1-5.

Five-mile handicap—Won by William Cummings (scratch); W. J. Sullivan (scratch), second; Otto Mayer (180 yards), third. Time, 15:04.

J. J. McNevin, of the New York Motorcycle Club, is the leading candidate for the year's motorcycle mileage honors. He already has some 7,500 miles to his credit.

## BARMEYER BEATS BIG FIELD

**He Gets Generous Handicap and Runs Away From New Yorkers—Eifler Disqualified.**

J. P. Barmeyer, of the Lafayette Wheelmen, of Bridgeport, Conn., won the fifth annual 100-mile individual record run—another title for a 100-mile race—of the Century Road Club of America on the Merrick Road, Long Island, last Sunday, from a field of 132 starters.

The handicaps ranged from thirty minutes to two and a half hours, and Barmeyer was started with a handicap of two hours and fifteen minutes.

Charles Mock and M. J. Eustes, both scratch men and members of the Century Road Club of America, worked together throughout the whole race and fought it out at the finish for first time honors. Mock won by only a fifth of a second over Eustes, his time being 5 hours 35 minutes.

J. M. Eifeler, of the Century Road Club Association, covered the course in 5 hours 29 minutes, but was disqualified for accepting pace from riders not in the race.

Summary:

|                                      | M.S.<br>H'cap. | H.M.S.<br>Net time. |
|--------------------------------------|----------------|---------------------|
| 1. J. P. Barmeyer, Bridgeport, Conn. | 2:15           | 6:13:00             |
| 2. Frank Prikovitz, Atlantic W.      | 2:30           | 6:28:00%            |
| 3. P. J. Baum, Port Richmond.        | 1:50           | 5:56:00             |
| 4. C. H. Homan, Elton Wheelmen.      | 1:20           | 5:44:00             |
| 5. Robert Tribe, C. R. C. A.         | 1:50           | 6:14:00%            |
| 6. Emil Leny, Hoboken.               | 2:15           | 6:55:00             |
| 7. Andrew Kaufman, Pelet team.       | 1:40           | 6:27:30             |
| 8. W. L. Russell, C. R. C. of A.     | 1:50           | 6:42:00             |
| 9. C. E. Burch, Pelet team.          | 1:20           | 6:15:00             |
| 10. Arthur G. Peterson, Brooklyn.    | 1:50           | 6:45:00             |
| 11. M. Mench, Bronx.                 | 2:30           | 7:06:00             |
| 12. Harry Early, Nat. Wheelmen.      | 1:40           | 6:41:00%            |
| 13. Anthony Candia, Akron W.         | 1:30           | 6:56:00             |
| 14. Chas. Mock, C. R. C. of A.       | scratch        | 5:35:00             |
| 15. M. J. Eustes, C. R. C. of A.     | scratch        | 5:35:00%            |
| TIME PRIZES.                         |                |                     |
| Charles Mock, Century R. C.          | scratch        | 5:35:00             |
| M. J. Eustes, Century R. C.          | scratch        | 5:35:00%            |
| C. H. Homan, Elton W.                | 1:20           | 5:17:00             |
| P. J. Baum, Port Richmond.           | 1:50           | 5:56:00             |

### Paule Canada's Biggest Racer.

Canada's Derby, the fifteen-mile Dunlop trophy road race, was held over the High Park course, Toronto, on September 10. Unusual interest was manifested, and many of the fifty-three competitors came from outside points.

L. Paule, of Stratford, and N. Davis, of Toronto, both with a handicap of 6 minutes, won first and second prizes respectively. Paule had an easy victory, crossing the tape 5 minutes ahead of the latter. His time was 45:17.

In similar fashion, F. R. McCarthy, another Stratford rider, took the time honors from F. R. McCarthy, the Toronto man, by 9 minutes. Both men rode from scratch. McCarthy's time was 42:34, and he finished fourth in the prize list.

### Robinson and the American Motor Win.

In a three-mile motorcycle race, run in connection with an automobile meet at Albany, N. Y., last Saturday, Roy Robinson, on an Indian, easily won from Carl Robinson, on a De Dion, and C. Matthews, on a Kelecom. Time, 8:27.



**Threads That Hold Pedals Tight.**

In the light of to-day's experience, it seems strange to recall that at one time the only known method of fastening pedals to cranks was by means of screwing a huge and unsightly nut to the pedal pin after it had been run through the hole in the crank end. Even when this was discarded and other methods were adopted practices differed. The plan of threading the end of the pin and the crank hole was denounced as unmechanical in some quarters, strange as it may seem. Even now some English critics contend that this is not a safe method; and some English makers split the end of the crank, and by means of a bolt and nut clamp the pin tightly after it is screwed in place.

It has long been plain, however, that a screwed in pin will give no trouble if the parts fit properly. A thread too coarse or fine or a difference in the diameter of the hole in the crank and the pin itself or metal too soft will inevitably cause trouble, just as attention to all these details will insure freedom from it. The best results are obtained with a fairly coarse thread—not more than twenty-four or less than twenty threads to the inch—and a pin that is just a shade

large for the pedal hole. Such a pin forced in and screwed home with a big wrench will successfully resist all efforts to work it loose.

**To Preserve the Nickelling.**

To preserve the brightness and good condition of the nicked parts of the bicycle, they should always be wiped with a cloth which is slightly moistened with good lubricating oil.

Nickel that is wiped with a dry rag will not only lose its lustre in time, but is liable to show rust spots after a damp spell. This is due to the fact that small pores, or holes, exist in the surface of the plating, allowing access of air and moisture to the steel underneath, with the consequent formation of that destructive agent, rust. If, however, the nickel is coated with a very slight quantity of oil, the surface is covered with a film, and the pores filled up, with the result that air and moisture cannot come in contact with the metal.

Riders who wipe their machines with oily cloths always have bright nickel and never need to resort to polishing preparations, even if they clean the bicycle at infrequent intervals or expose it to moisture.

**When a Pedal Pin Strips.**

When a pedal pin thread becomes stripped the cheapest as well as the quickest way of remedying the trouble is to put in a new pin. If the latter cannot be procured, however, three methods are open to the owner of the machine. The first is to have a new pin made, the second is to turn the bad thread off in a lathe and then slip on a piece of tubing and braze it to the pin, afterward tapping or chasing a thread on this tube. The third method is that of brazing the pedal pin fast to the crank—a most unmechanical proceeding and one that will be rued some day—when it becomes necessary to remove the pedal, for example.

**Dust from the Diamond.**

"The Delectable History of a Peaceful Servant" is the title of the most recent publication issued by the Diamond Rubber Co. The subject was one that readily lent itself to the talents of Advertising Manager Brayden, and he has made the most of it in both the text and abundance of illustration. Although it is not generally known, Mr. Brayden is the author of two wholesome books dealing with boy life.



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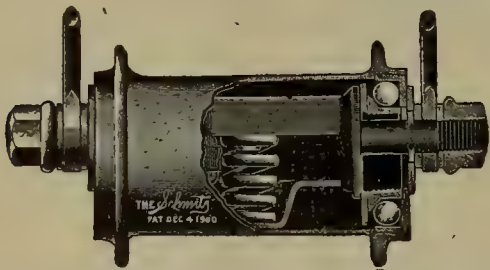


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**The Week's Patents.**

769,918. Coaster Brake and Hub for Bicycles. Samuel N. Rapp, Detroit, Mich., assignor of one-half to Charles Glover, New Britain, Conn. Filed March 31, 1903. Serial No. 150,420. (No model.)

Claim—1. In a device of the character described in combination, an axle and its hub driving mechanism therefor comprising a carrier provided with a laterally movable positively engaging locking device of greater width than the thickness of said carrier, means engageable by said locking device to propel said hub and brake mechanism engageable by said locking device.

769,940. Toe Clip for Bicycle Pedals. Charles F. Cooper, Leytonstone, England. Filed April 22, 1902. Serial No. 104,175. (No model.)

Claim—As a new article of manufacture, a toe clip for adjustable and detachable connection with the ends of a bicycle pedal, comprising a strap embodying the integral relatively wide part a, to engage only one part of the upper side of the foot, and having the tapered extensions folded on themselves, and the slits a3, and sheath a4, and elongated narrow ends a' and a2, and means for adjustably connecting said ends, and sliding rings for keeping the superposed parts together, said sheath employed to keep the strap ends in central position over the widened part of the strap with the tapered parts of the strap for preventing the rings from sliding upwardly, substantially as shown and described.

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